



## ENORMOUS FORTUNE LEFT.

SILAS HARDOON PASSES AWAY.

## Richest Man in Far East.

(Our Own Correspondent.)

Shanghai, June 20. Leaving assets which are estimated at the colossal sum of Tls. 250,000,000, the death took place last night of Mr. Silas Hardoon, a member of the well-known firm of Messrs. E. D. Sassoon and Co., Ltd.

The deceased gentleman, who was 84 years of age, had been ill since February. In the early days of the Colony, he resided in Hongkong, being employed by Messrs. E. D. Sassoon and Co. as long back as 1873.

The funeral will take place to-morrow, arrangements having been made for the remains to be interred in the garden of the late Mr. Hardoon's estate.

He must have been one of the wealthiest men in the Far East.

### Benefactor to Chinese.

To the Northern Port Mr. Hardoon's passing means the loss of a great philanthropist, whose generosity to the Chinese, particularly in the way of providing modern facilities for better education, was one of the chief characteristics of a highly respected gentleman.

Joining the firm of E. D. Sassoon in 1873, Mr. Hardoon went to Shanghai from Baghdad, and quickly made a niche for himself in the business and social life of the city. He became a member of the Shanghai Municipal Council, and well-known as a man intensely interested in the welfare of the Chinese community.

### Schools Founded.

He married a Chinese lady some ten years ago, and set up schools for the Chinese on his own estate. He also supported several hundred of orphanages as well as local philanthropic institutions.

Although not resident for any long period in Hongkong, Mr. Hardoon was well-known in local business circles, frequently visiting the Colony on business in the course of his 38 years association with Messrs. E. D. Sassoon. He retired in 1911.

## DEATH OF A NOTED SHIPOWNER.

SIR GEORGE RENWICK PASSES AWAY.

London, June 19. The death occurred to-day of Sir George Renwick, the well-known shipowner, at the age of 81 years.

The deceased, who was a member of the firm of Fisher, Renwick and Co., and several other shipping firms, represented Newcastle-on-Tyne in Parliament as a Conservative for many years.—*British Wireless.*

## NATIVES EXACT VENGEANCE.

ANOTHER AFRICAN INCIDENT.

Durban, June 19. A recurrence of the inter-tribal strife in the Kranskop district is reported from Pietermaritzburg.

Tribesmen to-day set fire to a wattle plantation in which one of the natives who was injured in the affair of two days ago had taken refuge. They stabbed the fugitive to death as he ran out of the burning field.

The natives are described as extremely restless and police are now returning to the scene of the outbreak.—*Reuter.*

## Transatlantic Flight Project.

### Newfoundland to Denmark.

Danish Fliers on First Lap. LONG JOURNEY.

New York, June 19. Two Danish airmen, Captain Holger Høirih and Captain Otto Hillig, took off from Hasbrouck Heights, New Jersey, for Harbour Grace, Newfoundland, this morning, on the first lap of a flight across the Atlantic from Newfoundland to Copenhagen.

If their adventurous attempt is successful they will be the first airmen to fly to Europe from the United States this year.

They are using a powerful cabin monoplane, equipped with a 300-horsepower engine, which has a top speed of 145 miles an hour. The machine has been named "Liberty" and recently completed, as a practical test, a nonstop journey from Roosevelt Field, New York, to Miami, Florida.

Weather conditions being favourable, they hope to complete a nonstop flight to Copenhagen in about 30 hours.—*Reuter's American Service.*



Otto Hillig (left) and Holger Høirih, who set out yesterday in the plane shown below on the first lap of a flight from Newfoundland to Denmark.

### THE TARIFF TRUCE QUESTION.

WAITING ON BRITISH ENQUIRIES.

Geneva, June 19. The League of Nations Economic Committee has studied the resolution adopted by a Committee of Inquiry that a meeting should be summoned as soon as the time is opportune, to urge the application of the principles of the 1930 Tariff Truce Convention.

The Committee agreed in principle to draw up a resolution declaring that the time is not yet ripe to convene a Conference to put into force a Convention like the Tariff Truce Convention, but if the negotiations which Britain is conducting with certain countries, with a view to lowering Customs tariffs, achieve a tangible result, a new situation would be created which would make it possible to reconsider the question of a Commercial Convention.—*Reuter.*

### POSEIDON FUND.

Up to eleven o'clock this morning, prior to official collection, the *Telegraph* and *Morning Post* had received over \$800 on behalf of the Navy League Poseidon Disaster Fund. This will be acknowledged in detail in the next official list.

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### RADIO POPULARITY. FREE LICENCES TO THE BLIND.

London, June 19. The number of wireless licences issued by the Post Office has increased by over 38,000 in the last 12 months, the present total being 3,711,000.

These include 23,000 issued free to blind persons.—*British Wireless.*

### AIMEE'S INCOME.

Washington, June 19. After disposing of Al Capone, the Chicago gangster, the income tax authorities are now giving attention to Mrs. Aimee McPherson, the woman evangelist.

Aimee is alleged to owe the Government over \$4,000 on account of income tax, based upon certain receipts which she failed to report.

Aimee is contesting the case which will be heard shortly. A large part of her income is alleged to have been obtained from speculation in real estate.—*Reuter's American Service.*

## FAMOUS RIDER KILLED IN SENIOR T.T.

MACHINE SKIDS AT TERRIFIC PACE.

### BRITAIN SWEEPS THE BOARD.

London, June 19. A wonderful race for the motor-cycle speed championship of the world, the Senior T.T., was marred by the death of Mr. F. G. Hicks, one of the most famous motor-cycle riders in Great Britain.

Hicks was travelling at a terrific speed when his machine skidded, throwing him on to his head, as he was making an attempt to overtake the leaders. He held many world records, and took first place in the French Grand Prix two years ago when British riders won all the prizes.

There were also numerous minor casualties.

British riders swept the board in the Senior T.T. Race to-day, speeds considerably exceeding those reached in previous years being attained over the famous Isle of Man course. The keenest rivalry showed itself throughout. There were fifty-six competitors representing nine countries.

### Wonderful Effort.

Circuits of 38 miles had to be covered seven times, and included mountain passes, extremely steep gradients, and sharp elbow corners. Fresh circuit records were established, every five minutes, several exceeding 80 miles an hour.

Foreign machines seemed unable to maintain the strain and the pace involved and the race resolved itself into a duel between home competitors.

It was eventually won by Mr. Percy Hunt on a Norton machine at an average speed of 77.9 miles hour. Norton machines ridden by Guthrie and Woods were second and third respectively, and two Rudgets ridden by Nott and Walter, were fourth and fifth.

Hunt beat last year's winning time by over ten minutes.—*British Wireless.*

### BRITAIN'S FLYING PREMIER.

TO MAKE BERLIN TRIP BY AIR.

London, June 19. The Prime Minister hopes to proceed to Berlin by air when he goes on July 17th to return the recent visit to London of the German Chancellor and the Foreign Minister.

Subject to weather conditions, Mr. MacDonald will also fly back to London, probably on 20th July.—*British Wireless.*

## Open Warfare in America.

Amazing Episodes in Kentucky.

### STRIKE CALAMITY.

New York, June 19. With hunger and privation rife, almost open warfare is ranging between the miners and the notorious guards employed by the mining companies of Ohio, Kentucky, West Virginia and Pennsylvania.

In these four States, thousands of miners have been on strike for several weeks, demanding higher wages, and an eight-hour day.

Many men and women have been imprisoned on charges arising from encounters with the mine guards, who are most undisciplined toughs, wielding an extraordinary power over the miners.

Many have been killed on both sides in Kentucky State, and the militia was eventually called out (as illustrated in photographs published in the *Telegraph* this week).

Eighteen miners have been arrested on charges of murder. Numerous disorders have been reported from other districts.—*Reuter's American Service.*

## CRICKET FLOODED OUT.

FIVE CENTURIES COMPLETED.

London, June 19. The weather continues to prove a bugbear to cricketers. Four of the county championship matches commenced on Wednesday failed to achieve any sort of result; there was no play at all in one; and only two outright victories were obtained in all matches played.

Sussex obtained a brilliant win over Notts, Middlesex were unluckily robbed of success in their match at Northampton, and Leicestershire credited themselves with their first victory of the season.

The results at a glance follow:

### COUNTY CHAMPIONSHIP.

Leicester beat Worcester by 47 runs, at Leicester.

Middlesex won on first innings, v. Northants.

Yorkshire v. Hants.—Abandoned.

Warwick v. Surrey.—Abandoned.

Derby v. Essex.—Abandoned.

Lancashire v. Glamorgan.—Abandoned.

\* Eight Points Shared.

Friendlies.

M.C.C. v. Kent.—Drawn.

Sussex beat Notts by 308 runs, at Hove.

New Zealand v. Minor Counties.—Drawn.

(Continued on Page 7.)

## KYLSANT CASE SENSATION.

LEADING K.C.'S WITHDRAW.

Protest Against Court Finding.

### EVIDENCE LAW.

London, June 19. After several hearings at the Guildhall before the Lord Mayor of London, Alderman Sir Phene Neal, the Crown to-day closed their case against Lord Kilsant and Mr. H. J. Morland, in connection with the affairs of the Royal Steam Packet Company.

Lord Kilsant is answering two summonses. The allegation in the first is "for having circulated, published or concurred in publishing, a certain written statement of account, to wit, an annual report of the directors of the R.M.S.P. Company, for the year 1926, which you knew to be false in a certain particular."

The second summons is similarly phrased but refers to the year 1927.

Mr. H. J. Morland, who is a member of the famous firm, Price Waterhouse and Company, and the auditor of the R.M.S.P., is summoned for aiding and abetting Lord Kilsant.

### Sensational Development.

There was a sensational development a day or two ago, in the course of the hearings, Sir John Simon, K.C., and Sir Patrick Hastings, K.C., who were the leading counsel for the defence withdrawing from the case.

Their withdrawal was due to a decision of the Lord Mayor declining to admit the balance sheets of companies not concerned in the case, as evidence that the R.M.S.P. accountancy methods did not differ from common practice.

The chief allegation has been that the R.M.S.P.'s balance sheets, over a period of several years, have not disclosed that the company had suffered heavy trading losses, and that the profits shown had been made up with transfers from hidden reserves.

### New Summons.

An additional summons which is being investigated against Lord Kilsant is that he issued a prospectus in 1926 which he knew to be false in a material particular with intent to induce the public to subscribe to an issue of capital.

The Lord Mayor to-day postponed his decision on the Crown's application for the commitment of the defendants. The decision will be announced on Monday next.

### Tallest Peer.

Lord Kilsant, who is 6ft. 7in. in height, is the tallest peer of the realm, and his family is one of the oldest in Wales. One of his ancestors joined Richard Coeur de Lion in his Crusade to Palestine and received the knighthood of the Holy Sepulchre.

Lord Kilsant is 68, and the third son of the late Canon Sir James Erasmus Phillips. Pro-bishop of Salisbury Cathedral. Apart from his exceptionally busy life in industry, he has served on numerous Government committees and inquiries.

He is Lord Lieutenant of Haverfordwest, Sub-Prior of the Priory of Wales, M.P.H. of the Caermarthen Hunt, and in 1929 he was appointed by the Lords Commissioners of the Admiralty to be Vice-Admiral of North Wales and the County of Caermarthen, in succession to Lord Mostyn.

He owns more than 6,000 acres in Caermarthenshire and Pembrokeshire, and is Lord of the Manor of Llanstephan. The Kilsant property in Caermarthenshire, from which he takes his title, has been in almost continuous possession of the Phillips family for eight hundred years.—*Reuter and Ex.*

## Bulls and Inners

From the Office Butts.

For fifty years I've marched with Time, Recording all his features. I've shown no fears—No seeking, mine Of favours from earth's creatures.

I've but revealed Each day's affairs; Recording joy and sorrow; The world my field, I've watched its cares, And tried to gauge its morrow. I've carried on Through war and peace, In tempest and in torrent; And perried on This life's caprice, Whenever there was warrant. I've criticised Some public men, On some have passed my strictures; Or exercised A honeyed pen For others (with their pictures). And so each day I pass my way— Sometimes I raise a laugh; I give you news As well as views— I am "The Telegraph!"

A contradiction in terms—A Civil Servant suffering from insomnia.

There's a fortune awaiting the man who can invent a frigidale-raincoat.

These frequent references to the giant German seaplane are almost worthy of a Do-Xology.

Talking of the Chinese Chamber of Commerce dispute, those chops seem to have been somewhat overdone.

"Cut, and Cut Again" writes to a contemporary on official retrenchment. Either he wants a reshuffle or fears a misdeal.

No news may be good news, but not good enough to get out a newspaper with.

"The bus trouble in Kowloon cannot be solved by increasing the price of travel," says a correspondent. No, that wouldn't be fare!

Even though people say the baby looks like you, what does it matter so long as it is healthy?



Lawyer: My defence will cost \$25,000.

Murderer: I don't wonder they complain of the cost of living.

Local anglers tell us that reservoirs that are fished in too much are soon fished out.

The only man with easy pickings in Hongkong to-day is the lad with the ukulele.

A lady reader wants to know how long it should take her to be taught how to swim. The older, the quicker!

Another infamous saying—"I didn't expect to win anyhow."

"When-bathing, my time I employ."

"With fellows who make life a joy,"

Said the sweetest young flapper: As she dives—what a slapper! And swam to the jolly old buoy!

"Mushy Tricks in Kowloon" says a newspaper heading. Hec-haw! to know better!

This pocket-battleship controversy reminds us that we often feel a tug at the pocket!

British ladies won their tennis matches against France by 12 matches to love. Nuttall our women are duds!

So modern poets muse along No different from the scribes of yore— They sing their new-old court-ing song, And, hark outside the lady's door.

Forecast for the week-end—The depression in Ice House Street shows signs of filling up, but anti-cyclonic movement is not anticipated to any appreciable extent before it actually occurs.

We could tell you a story of a frock seen in Queen's Road yesterday. But no, it is much too long!

How doth the modern poet rush To pen his ode to someone's eyes, Or "dite some lines with florid gush

That tell of constant "glad surprise" And, pearly teeth (from Dr. Dent), And ruby lips (out of a box), Are always sources for a vent. Of eager praise that he unlocks. And tho' there's less of "bosom fall" (These sun-bath days have killed that line) There's plenty still of "wondrous hair" (Fixed by prescription Number Nine).

And "shell-like ears" peep forth again. (Unless they are discreetly hid) While flouted courtship still brings pain. As does the language "Get me a kid!"



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**BATHING POOLS  
WANTED.**

K.R.A.'S SUGGESTION TO  
GOVERNMENT.

At the June meeting of the Gen-  
eral Committee of the Kowloon  
Residents Association, many items  
of interest to the Peninsula in  
general were discussed.

The primary business before the  
meeting was a report from the  
special sub-committee appointed  
last month to investigate the ques-  
tion of bathing facilities in Kow-  
loon, with particular reference to  
the provision of bathing pools.  
The committee reported that the  
only beaches available for public  
bathing within reasonable distance  
of the urban areas were those at  
Tai Wan and Lai-chikok, and even  
if these beaches were equipped  
with facilities for bathing they  
would still fall far short of the  
needs of the Peninsula in this very  
important public utility. Ref-  
erence was made to the fact that  
over 3,000 people had attended the  
recent opening of a private bath-  
ing club at North Point, and this  
evidence of the popularity of sea  
bathing among the community  
commented on. The sub-  
committee had the benefit of ex-  
pert technical advice as to the con-  
struction of bathing pools, and  
had formed the opinion that these  
represent the only method of pro-  
viding the large population of  
Kowloon with adequate facilities  
for sea water bathing. They  
therefore recommended the pro-  
vision of at least three of these  
pools, one in the vicinity of Kow-  
loon Point, one on the West and  
one on the East side of the Pen-  
insula.

It was agreed to submit this pro-  
posal to Government, pointing out  
that the provision of public bath-  
ing facilities, especially in a com-  
munity where they can be arranged  
for so easily and are practically a  
necessity, was undoubtedly a  
municipal matter, and that finan-  
cial stringency should not be al-  
lowed to stand in the way, as the  
expenditure would be almost en-  
tirely a dollar, as opposed to a  
sterling, commitment, and could  
be financed by means of a loan  
just as municipal bodies do at  
home. The opinion was expressed  
that even if charges for the use  
of such pools were kept at nominal  
figures, the scheme would un-  
doubtedly finance itself in time.

Marketing Facilities.

A lengthy report was submitted  
by the sub-committee who have for  
the past two months been investi-  
gating the alleged dumping of New  
Territory produce through inabil-  
ity of the farmers to obtain a  
market, a request for information  
on this point having been made to  
a member of the Committee of the  
Association by the Secretary for  
Chinese Affairs. In their report,  
the sub-committee stated that ex-  
haustive enquiries into the general  
distribution of vegetable produce  
had been made and responsible  
officials of the fruit and vegetable  
distributing agencies interviewed;  
as a result the committee had  
formed the opinion that any such  
incidents as those forming the  
subject of the enquiry were due to  
ignorance on the part of the farm-  
ers as to the correct procedure to  
adopt, and they recommended (a)  
that the result of this enquiry be  
forwarded to the Secretary for  
Chinese Affairs (b) that a letter  
be sent to the N. T. Agricultural  
Society suggesting that they en-  
deavour to secure closer co-opera-  
tion between the farmers and the  
distributing "lans", and (c) that  
the sub-committee be further au-  
thorized to investigate the market-  
ing of vegetable produce, with par-  
ticular regard to the ultimate cost  
thereof to the consumer. The  
report was unanimously adopted,  
with an expression of thanks to  
the sub-committee for their work.

Railway Noises.

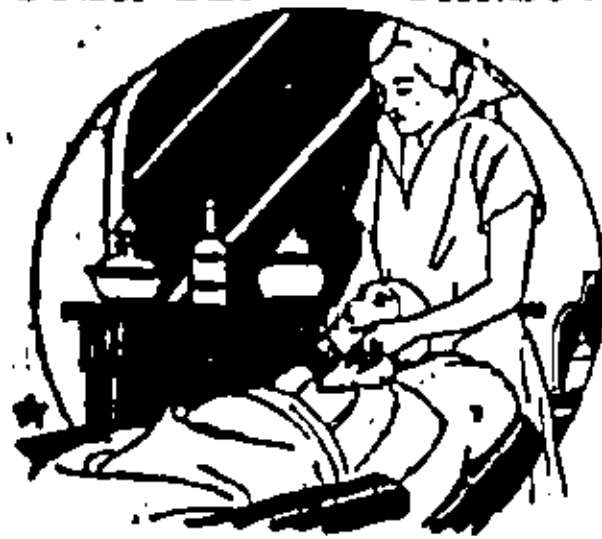
Complaints received regarding  
noises from the Railway were  
dealt with; the Hon. Secretary re-  
ported that he had interviewed the  
Manager of the Railway, who had  
very courteously furnished him  
with details as to noises insepar-

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able from shunting operations, etc.  
and regulations enforced by the  
Railway Authorities in regard to  
excessive whistling.

While stressing the fact that a  
certain amount of noise must be  
expected by people resident in  
the immediate vicinity of a rail-  
way, Mr. Walker stated that the  
Railway Authorities were not un-  
mindful of the comfort of nearby  
residents and were endeavouring  
to reduce such noise to a  
minimum. A further complaint  
(Continued on Page 10.)

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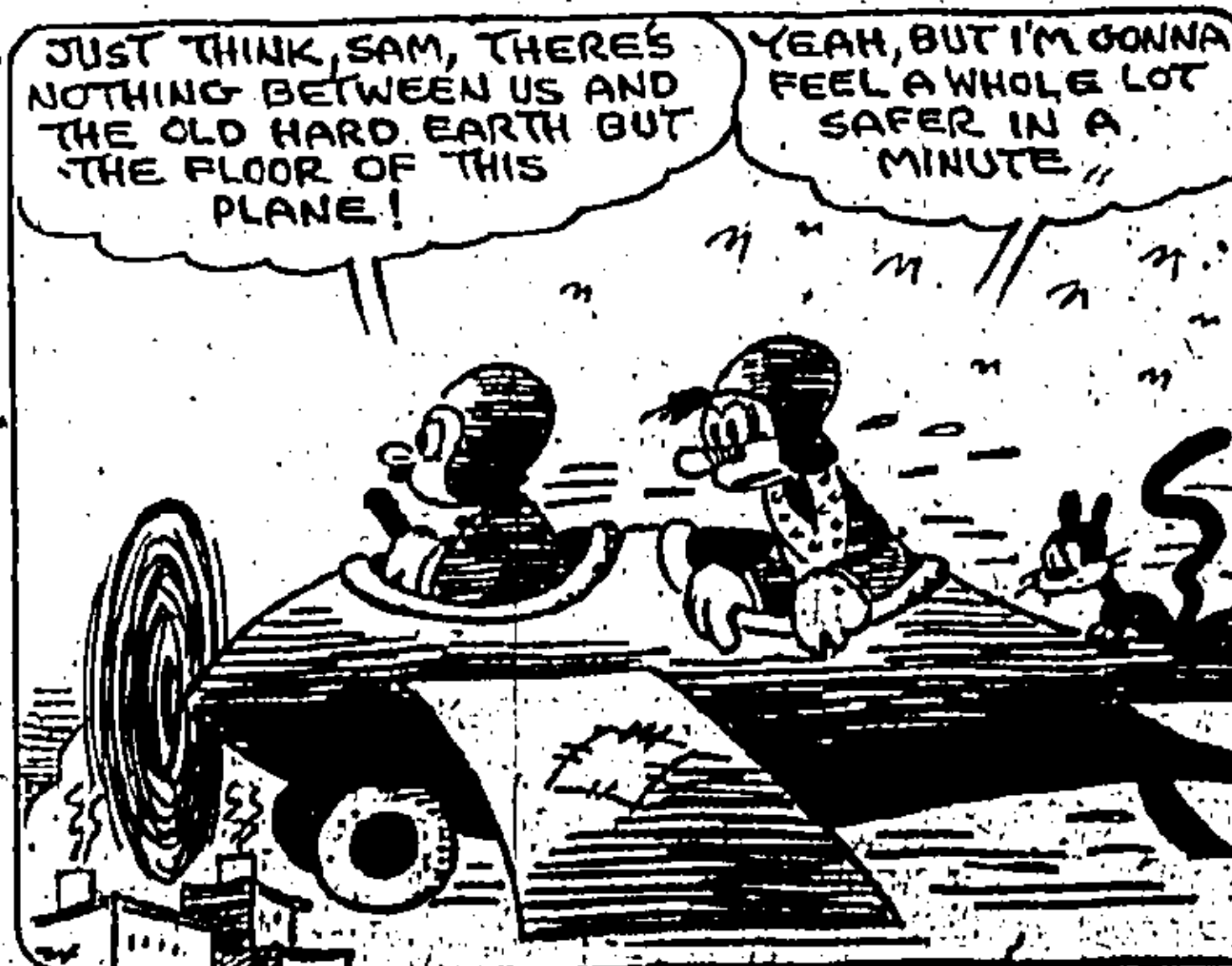
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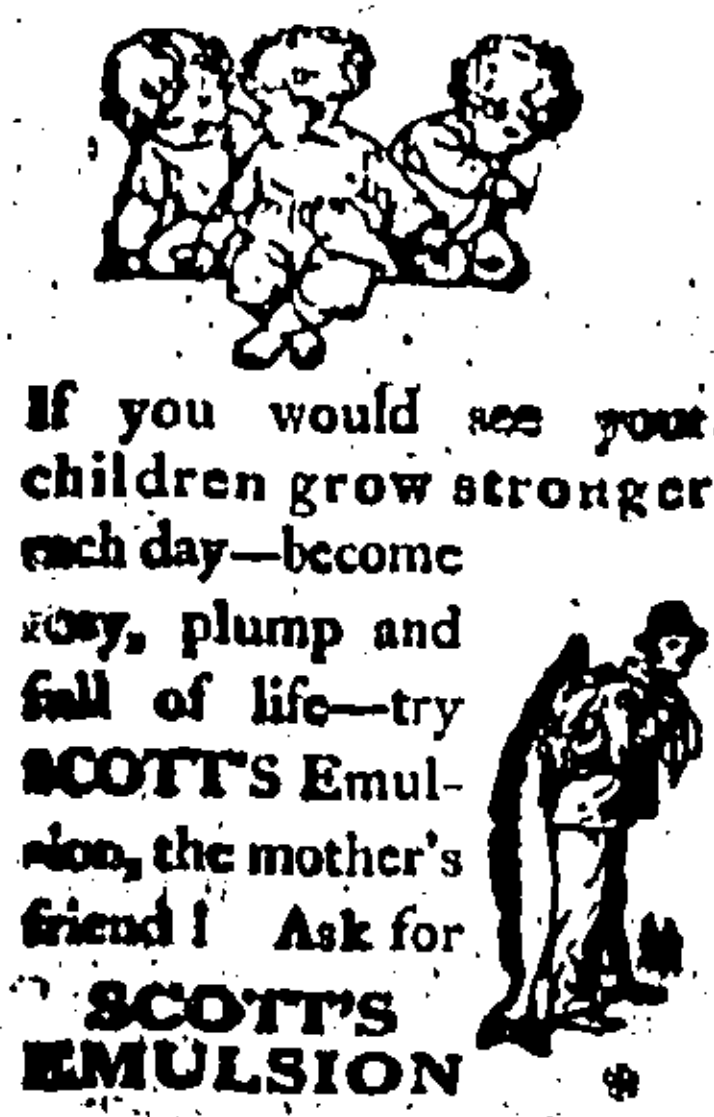
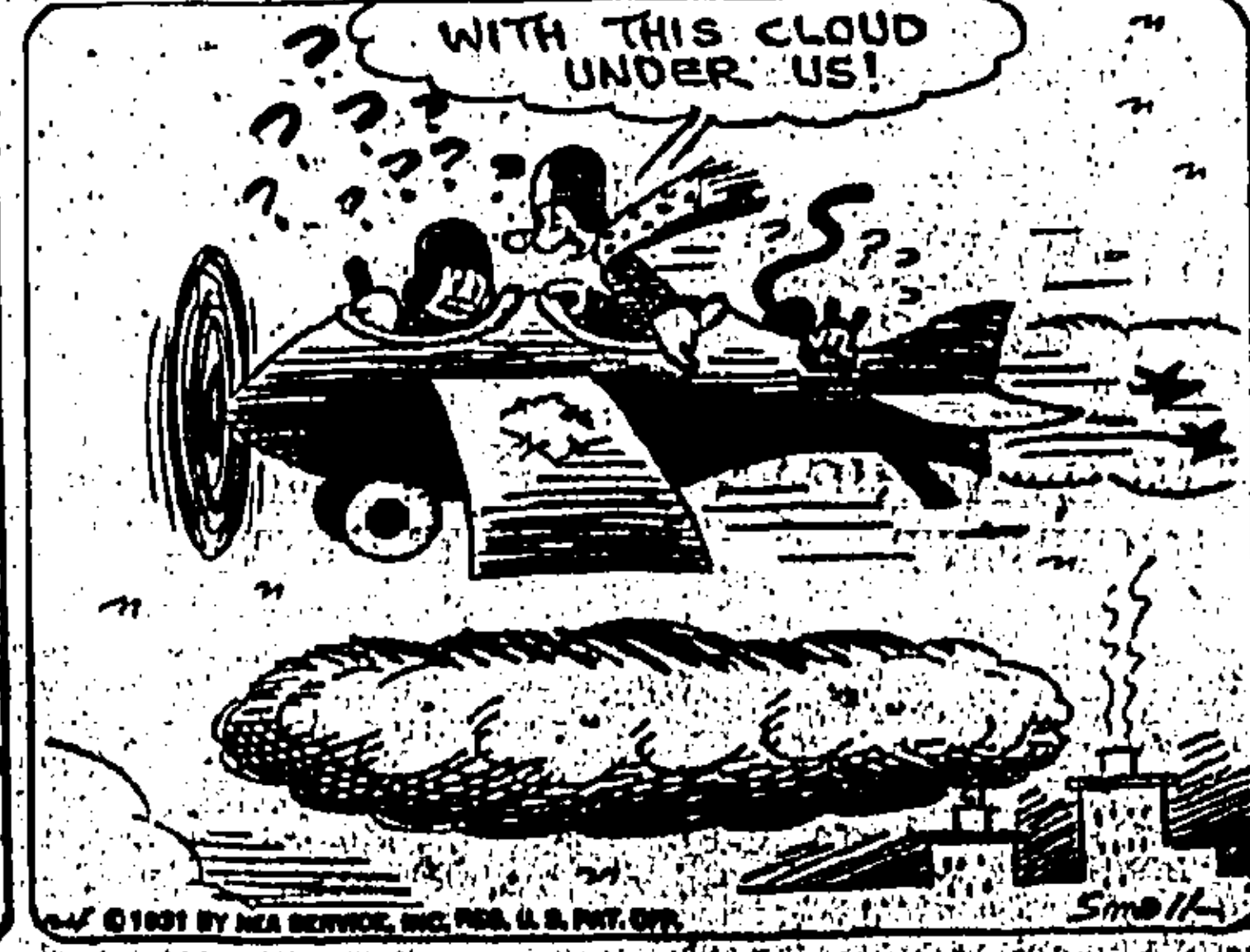
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## KOWLOON CITY ROBBERY.

SEVEN PEDESTRIANS  
WOUNDED.

An audacious armed robbery, which culminated in seven pedestrians being wounded in an exchange of revolver shots between the robbers and an Indian policeman, was effected by two men last night in Kowloon City, when they held up the owner of a jewellery shop, smashed one of the glass showcases with a stone, and took away valuables worth \$119.

The alarm, raised by the victimised proprietor, was answered by a constable who, upon entering Po Kong Road, near old Kowloon City, was attracted by the cries of passers-by. He fired six shots from his revolver at two figures running down the street, and received answering fire. Neither he nor any of the robbers was hit, but seven people, a little boy of six years and six women, were injured by the flying bullets, and had to be treated for their wounds.

The boy, Leung Fuk, age 6, of 54, Po Kong Road, was injured in the foot.

Tai Mun (35) and Yau Sul-tai (48) both married women living at 31, Po Kong Road, were shot in the arm and back respectively.

Chi Kiu (55), a married woman, of 56, Po Kong Road, was shot in the leg.

Liu Kam (29) woman, injured in right leg.

Ho Yick (19) girl, injured in body.

Pang Sam (39) woman, injured in right finger.

Yau Shul-tai was the only one admitted to hospital who is still receiving treatment, in the Kowloon Hospital. One or two others of the injured persons were admitted to hospital but were discharged subsequently.

**Proprietor's Story.**  
The robbery entailed the customary features. Wong Tok-kong, master of the Tin Loong goldsmith shop, of 15, Nga Tsin-wai Road, reported that a little after 8 p.m. two men entered his shop and, presenting revolvers, ordered him to remain still. One of the men then smashed open one of the glass cases containing jewellery with a stone, and from it took gold finger rings and other valuables altogether worth \$119.

Wong endeavoured to blow his police whistle, but was threatened with violent injury by one of the robbers. He succeeded, however, in making his escape to the back door of the shop, where he raised the alarm. The robbers snatched up their ill-gotten gains and ran away towards Po Kong Road.

The alarm raised by Wong was answered by an Indian constable, who also heard two shots fired. He drew his revolver and dashed towards Po Kong Road, where a zesticulating crowd pointed out to



AT THE **STAR** FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.10 & 9.30



AT THE **WORLD** FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.10 & 9.30



him the running figures of two men. He opened fire on them, and emptied all six chambers of his weapon, though without effect, and the fugitives, making a zig-zag course, fired nine shots in reply.

The result was that seven pedestrians were injured, and the robbers made a complete get-away into old Kowloon City. Up to late last night, no arrests had been effected.

## CHINA'S ADVANCE. HOME-MADE MOTOR VEHICLE TURNED OUT.

Mukden, June 19.  
The first motor vehicle manufactured in China was turned out today by the Industrial Works, associated with the Liaoning trench mortar arsenal.  
The occasion was fittingly celebrated.—Reuter.

## VERITYS' FANS

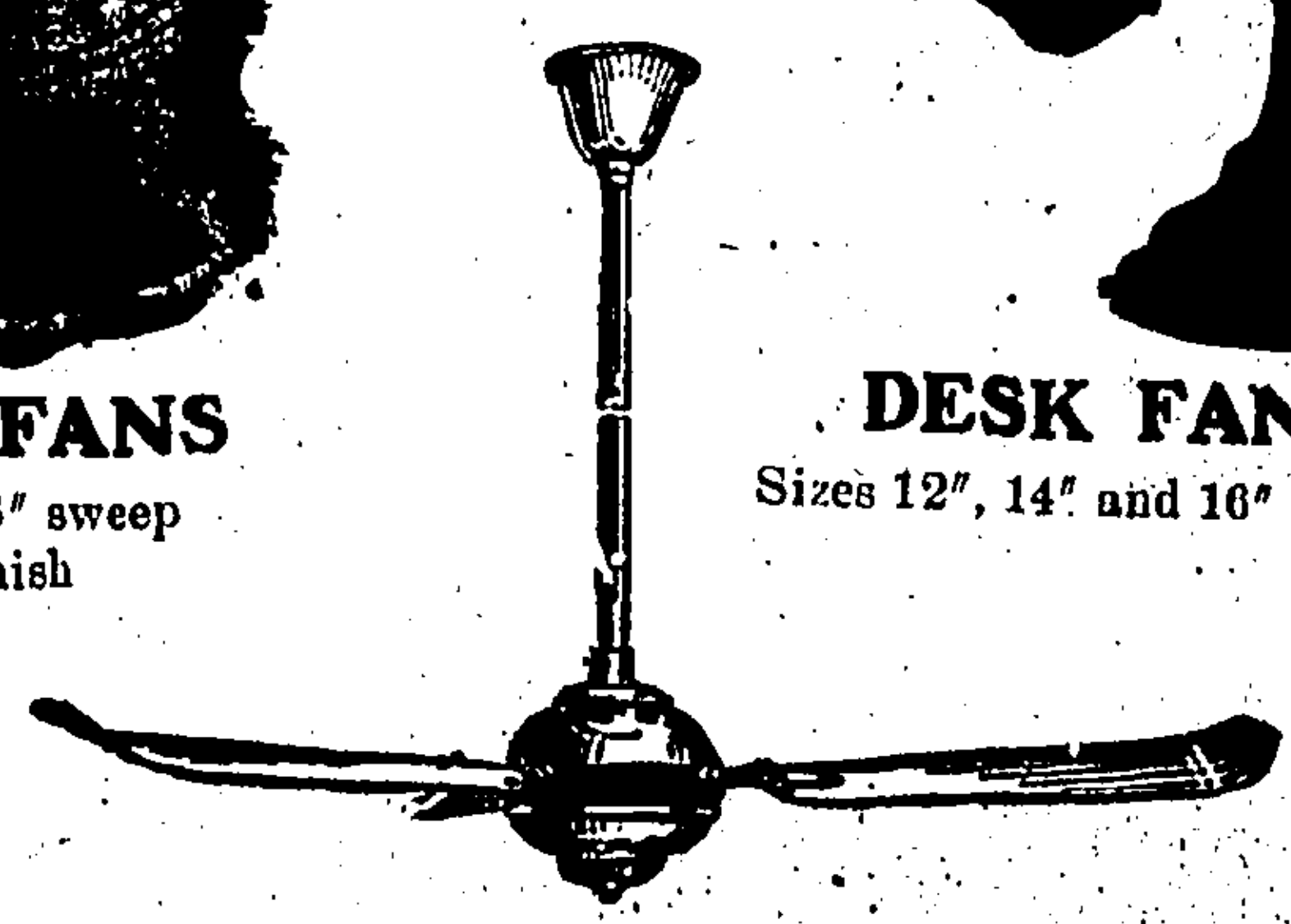


**CEILING FANS**  
sizes—48" and 50" sweep  
White enamel finish  
Black



**DESK FANS**  
Sizes 12", 14" and 16" diameter.

Let  
**VERITYS**  
solve your  
heat problems.



Pleasing and distinctive in appearance, incorporating the best features in design and manufacture.

**THE "ALL-BRITISH VERITYS" FANS**

are  
the best value obtainable in high class fans.

Stocks carried by Electrical Dealers,  
the Power Companies, and the sole Agents:

**SHEWAN, TOMES & CO.**



## TO-DAY'S WANTS.

15 WORDS ..... \$1.50.  
(25.00 if Not Prepaid.)  
The following replies have been received:-  
867, 871, 878, 883, 891, 895,  
705, 709, 720, 722, 727, 729, 732,  
733, 734, 737, 738, 750, 773, 775,  
776, 793, 795, 820, 821.

## TUITION GIVEN.

LESSONS in English with particular attention to pronunciation. Also instruction in principles and history of English Law by English Barrister (Middle Temple). Moderate fees. Write Box No. 772, "Hongkong Telegraph."

## WANTED KNOWN.

ELECTRIC BATHS.—Ideal for lumbago, rheumatism, etc. Recommended for reducing. Given by skilled attendants. Toster Beauty Parlour, Kowloon Building, ground floor. Telephone 22103.

## WANTED.

WANTED.—Experienced No. 1 House Boy, Peak district for 1st July. Write Box No. 823, "Hongkong Telegraph."

WANTED TO BUY.—Furniture of any kind, clothing etc. second-hand or new. Single or large lots. Best prices in the East. Apply 23, Nathan Road, (The Palace Store).

## PREMISES WANTED.

WANTED.—MATSHED, at Repulse Bay. Either purchase or lease. Please write Box No. 803, "Hongkong Telegraph."

## HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung Chau. Electric Light. Large garden. Write Box No. 758, "Hongkong Telegraph."

## APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

## CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents. "PEAK MANSIONS"

Prince Edward Road, Kowloon

Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings" Flats with modern conveniences

MASSEUR R. SHIMIDZU. MASSEUSE S. HONDA. MASSEUSE S. KISAKI. Recommended for many years of Government Civil Hospital, Peak Hospital, etc., and by all the local doctors. 24, Wyndham Street Tel. 24045.

## MASSAGE HALL

MRS. S. UZUNOYE  
57, Queen's Road Co., 2nd floor,  
Expert Masseuse.

## CHURCH NOTICES.

To-morrow the Third Sunday after Trinity.

## LOCAL SERVICES.

St. John's Cathedral, Hongkong. 21st June, 1931. Third Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: Rev. H. V. Koop. Holy Communion 12.15 p.m. Evensong 6 p.m. Preacher: The Dean. Wednesday 24th June, St. John Baptist's Day, Anniversary of the Bishop of Victoria's Consecration. Holy Communion 7.45 a.m. and 10.15 a.m. Choral Evensong for V.D.M.A. 5.30 p.m.

Union Church, Kennedy Road. Sunday 21st June, 1931, Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher: The Rev. E. G. Powell. Social hour after Evening Service. Sunday School: Kennedy Road, 10 a.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Is The Universe, Including Man, Evolved by Atomic Force?" The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

Wesleyan Methodist Church, Queen's Road, East. (Opposite Royal Naval Hospital). Sunday, June 21st, 10.15 a.m. Morning Service. 6 p.m. Evening Service. The Preacher at both Services will be the Rev. J. C. Knight-Anstey. At Sailors and Soldiers Home, every Sunday 8.15 p.m. Servicemen's Hour.

St. Andrew's Church, Kowloon. 21st June, 1931. Third Sunday after Trinity. 8.15 a.m. Holy Communion. 10.00 a.m. Primary Sunday School. Young People's Service and Bible Class for Boys and Young Men. 11.00 a.m. Morning Prayer and Sermon. Preacher: The Vicar. Subject: "Second-class Christianity." 6 p.m. Evening Prayer and Sermon. Preacher: Rev. E. A. Armstrong. Subject: "Interpreting Christ."

## NOTICE.

NAVY LEAGUE "POSEIDON" FUND.

In aid of the above Fund, a Whist Drive will be held at St. John's Cathedral Hall on Monday, June 22nd, at 8.45 p.m. Admission \$1.00. All are welcome.

## A WONDERFUL ASSORTMENT OF MUSIC.

Latest Dance Music.  
Chamber Music.  
Light Piano Music.  
Teaching Music.  
Classical Music.  
Classical Song.  
Latest Orchestrations.  
Instrumental Music.  
Saxophone Music.  
Band Music.

Something to Suit Everyone.

AT  
TSANG FOOK PIANO COMPANY.

8, Des Voeux Road, Central  
(Entrance Ice House Street.)  
Telephone C. 24648.

## G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 22nd day of June, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of Hong Kong, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in sq. feet	Annual Rental	Upset Price
1	As per plan.	About 1,152	\$2	\$2,304

## G. R.

## SALE OF STEAM TANKER VESSEL "KHARKI"

Tenders are invited up to the 25th June, 1931, for the purchase of the above named vessel as she lies in the basin at H. M. Naval Yard, Hongkong.

Full particulars of the vessel and conditions of sale, and permits to view, may be obtained on application to the Naval Store Officer, H. M. Naval Yard, Hongkong. Tender forms will be issued on payment of a deposit of \$200, returnable when decision on the tenders has been reached. The vessel will be on view at H. M. Naval Yard, Hongkong, from the 15th June.

The vessel is sold without guarantee and without restriction as to nationality of purchaser or subsequent resale.

Tenders will be received in the office of the Naval Store Officer, H. M. Naval Yard, Hongkong, up to noon on Thursday, 25th June, 1931.

## NOTICE.

## TO WHOM IT MAY CONCERN.

I, the undersigned the Managing Partner of the local firm O. K. Gidumal and Watumull (Branches at Shanghai and Canton) have revoked the power of Attorney granted to M/S. R. Bhoja and B. S. Heera to act on behalf of the firm.

G. ODHARMAL,  
Managing Partner  
(O. K. Gidumal & Watumull).

## TO ALL WHOM IT MAY CONCERN.

The partnership existing between myself and Messrs. CHAU CHIK SUN, CHAU SHING WO & LAU YAU KEE has been mutually dissolved, and the three other persons named above have no authority to act on my behalf in any capacity whatsoever.

A. W. MILLAR,  
Building & General Contractor.  
No. 194, Lockhart Road,  
Wanchai.  
Hongkong, 13th June, 1931.

## CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO, ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship "BENCRAUCIAN"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence any or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th June, 1931, will be subject to rent. All claims against the steamer must be presented to the Underigned on or before the 9th July, 1931, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th June, 1931, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.  
Hongkong, 18th June, 1931.

## Lammert's Auctions.

## PUBLIC AUCTION.

The Undersigned have received instructions from Messrs. Bonnet Freres to sell by Public Auction,

on Tuesday and Wednesday, the 23rd and 24th June, 1931, commencing each day at 10.30 a.m. (with interval from 12.30 p.m. to 2.30 p.m.)

at their Store, York Building, The Whole of their Surplus Stocks comprising:-

Gold and Silver Watches (pocket and wrist), Jewellery, Silver and Plated Ware, Cups, Cigarette Cases, Clocks, Fancy and Leather Bags, Porcelain Ware, Cut Glass, Lalique Glass, Fancy Goods, etc., etc.

also

A Quantity of Shop Fittings.

On View from Monday,

the 22nd June, 1931.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

## BY ORDER OF THE FIRST MORTGAGEE

## PUBLIC AUCTION.

of the

Valuable Leasehold Property

situate at Victoria in the Colony of Hongkong and registered at the Land Office as the Remaining Portion of Inland Lot No. 47 with the Building thereon now known as

No. 24, WING FUNG STREET

to be sold

on MONDAY,

the 29th day of June, 1931,

at 3 p.m.

by

Messrs. LAMMERT BROTHERS, Auctioneers,

at their Salesroom,

No. 4, Duddell Street, Hongkong.

For further particulars and Conditions of Sale apply to:-

MESSRS. WOO & NASH,

MORTGAGEE'S SOLICITORS,  
Nos. 4 & 6, Queen's Road Central, Hongkong.

or to:-

MESSRS. LAMMERT BROTHERS, Auctioneers,  
No. 4, Duddell Street, Hongkong.

## SALVATION ARMY.

## CLOSE OF THE APPEAL FOR WORKING FUNDS.

Friends of the Salvation Army will be glad to know that the figure aimed at in the appeal just made to the Hongkong public has been obtained and it is possible to close the appeal on the day fixed.

The sum asked for was \$5,000, and the total received is \$5,085. As is known, the money is to be expended entirely on work in Hongkong. It is for the maintenance for another year of the Salvation Army's Industrial Home in Prince Edward Road. The home performs a valuable social service in taking charge of freed nudists.

Any who would like to contribute but have not yet done so are invited to send donations either to Ensign Rains at the Home or to the Editor, S. C. M. Post.

The grateful thanks of the Salvation Army are extended to all donors.

The final list follows:

Previously Acknowledged	\$4,546.00
Spero	10.00
Mr. F. M. Weller	10.00
Mr. E. P. H. Lang	10.00
Mr. J. Himsforth	5.00
Messrs. Reuter Brockelman & Co.	20.00
Mr. M. Y. Lo	10.00
Mr. S. Dunn	5.00
Mr. C. Little	25.00
Mr. J. D. A. Hutchison	10.00
Mr. F. G. Maunder	10.00
K. L. & Co.	20.00
Mr. H. Wong	10.00
The Hongkong Society for the Protection of Children	250.00
Mr. C. L. Agarry	15.00
Mr. R. E. Lindsell	20.00
X. Y. Z.	5.00
Mrs. H. E. Goldsmith	30.00
Friend	10.00
J. O. B.	15.00
Wendy	50.00
	5,085.00

## HONOUR FOR SIR A. SALTER.

Cambridge, Mass., June 19.  
Harvard University has conferred a Doctorate of Laws on Sir Arthur Salter, the League of Nations economic and financial expert, who was recently in China. —Reuter's American Service.

## KING'S THEATRE

The most comfortable and the only Air-cooled Theatre in the Colony.

## COMMENCING To-morrow

at 2.30, 5.10, 7.15, and 9.30 p.m.

## THE ROYAL FAMILY

## of BROADWAY

Starring

INA CLAIRE

and

FREDRIC MARCH

with

MARY BRIAN

and

HENRIETTA CROSMAN

BOOKING AT THE THEATRE  
Telephones 25513, 25580

## POST OFFICE NOTICE

## RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

## INWARD MAILS.

From	Per	Due
Manila	Olderkerk	June 20.
U.S.A., Canada, Japan and Shanghai (Seattle, 30th May).	Pres. Lincoln	June 20.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 28th May).	Chichibu Maru	June 20.
Shanghai and Swatow	Sochow	June 20.
Shanghai and Amoy	Tjikembang	June 21.
Manila	Pres. Johnson	June 22.
Japan and Shanghai	Chenonceaux	June 23.
Japan	Ginyo Maru	June 23.
Straits	Cremer	June 23.
Java	Tjinegara	June 24.
London parcels (London, 21st May) and Straits	Antenor	June 25.
Japan	Montevideo Maru	June 25.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B.C. 3rd June)	Emp. of Russia	June 26.
Japan	Atsuta Maru	June 26.
Japan and Shanghai	Kashima Maru	June 26.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 29th May).	Pres. Van Buren	June 27.
Straits	Suwa Maru	June 27.
Manila	Pres. Lincoln	June 27.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 6th June).	Pres. Jackson	June 29.

## OUTWARD MAILS.

For	Per	Date and Time
Haliphong	Canton	Sat., June 20, 3.30 p.m.
Samshui and Wuchow	Kong So	Sat., June 20, 4 p.m.
Manila	Pres. Lincoln	Sat., June 20, 5 p.m.
Straits	Meriones	Sat., June 20, 5 p.m.
Amoy	Anhui	Sat., June 20, 5 p.m.
Bangkok via Swatow	Kiangau	Sun., June 21, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., June 21, 9 a.m.
Manila and parcels for Germany via Hamburg	Sauerland	Sun., June 21, 9 a.m.
Straits	Meriones	Mon., June 22, 2.30 p.m.
Swatow	Hydrangea	Mon., June 22, 3 p.m.
Amoy	Changchow	Mon., June 22, 3.30 p.m.
Japan, Honolulu, U.S.A., *Canada, Central and South America, and *Europe via San Francisco	Pres. Johnson	Mon., June 22, 3 p.m.
	Parcels	Registration 4.15 p.m.
	Letters	Registration 5 p.m.
		(Due San Francisco, 14th July.)
Shanghai and *Europe via Siberia	Pres. Johnson	Mon., June 22, 5 p.m.
	Parcels	Registration 5.15 p.m.
	Letters	Registration 6 p.m.
Manila and Java via Sourabaya	Tjikembang	Tues., June 23, 9.30 a.m.
Fort Bayard, Holbow, Pakhoi and Haliphong	Tonkin	Tues., June 23, 1 p.m.
Saigon, Ceylon, India, Mauritius, *East and *South Africa, Aden, Egypt and Europe via Marseilles	Chenonceaux	Tues., June 23, 1 p.m.
	K. P. O.	Registration 1.10 p.m.
	Letters	Registration 1.30 p.m.
		(Due Marseilles, 25th July.)
Sandakan	Mausang	Tues., June 23, 1 p.m.
Straits, *Egypt and *Europe via Marseilles	Achilles	Tues., June 23, 1 p.m.
	Registration	1.45 p.m.
	Letters	Registration 2.30 p.m.
		(Due Marseilles, 25th July.)
Swatow, Amoy and Foochow	Hai Ning	Tues., June 23, 2.00 p.m.
Swatow and Amoy	Cremer	Tues., June 23, 5 p.m.
Swatow	Chik Sang	Wed., June 24, 8.30 a.m.
Shanghai, Japan, Honolulu, U.S.A., *Canada, Central and South America and *Europe via San Francisco and *Europe via Siberia	Chichibu Maru	Wed., June 24, 5 p.m.
	Registration	June 24, 8.30 a.m.
	Letters	Registration 10th July.
Straits and Calcutta	Yuen Sang	Thurs., June 25, noon.
	Parcels	Registration 1 p.m.
	Letters	Registration 1 p.m.
Saigon, *Straits, *Ceylon, South Africa and *South American Ports	Montevideo Maru	Fri., June 26, 9.30 a.m.
Swatow, Amoy and Foochow	Haiyang	Fri., June 26, 1 p.m.
Manila	Emp. of Russia	Fri., June 26, 4.30 p.m.
Manila, Australia, and New Zealand via Thursday Island	Atsuta Maru	Fri., June 27, 1 p.m.
	Registration	June 27, 5 p.m.
	Letters	Registration 27th 9 a.m.
		(Due Thursday Island 6th July.)
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Kashima Maru	Sat., June 27, 1 p.m.
	K.P.O.	Registration 26th 4.30 p.m.
	Letters	Registration 27th 9 a.m.
		(Due Marseilles 27th July.)
	K.P.O.	Registration 27th 8.45 a.m.
	Letters	Registration 27th 9.30 a.m.
		(Due Marseilles 27th July.)

\*Superscribed Correspondence only.

## WHITEAWAYS

## VALUE IN BATH TOWELS.

THE "ROMA" BATH TOWEL

A closely woven Turkish Towel. Made from pure cotton. Will wear well. Size 25 by 49 inches.

Special Value Price \$2.25 each

WHITEAWAYS SUPER VALUE

FIRST FLOOR, SHOWROOMS  
Whiteaway, Laidlaw & Co. Ltd.







## RIGHT IN THE WHIRL

SOME of these very full days hardly leave us any time. Have to gallop through shaving with a hustle—and trust to luck—or, if you're in the know, to Squibb's Shaving Cream.

Time doesn't matter when you brush up with Squibb's. It always does a cool, thorough, comfortable job of shaving.

Try it. You'll find your razor singing a song of smoothness. What a real surprise you'll find in the mellow comfort—the soothing freshness of a good Squibb shave!

Obtainable at all Dispensaries and Stores.



## A SHAVINGCREAM BY SQUIBB

### CINEMA NOTES.

#### GRETA GARBO IN "INSPIRATION."

In her new talkie at the Queen's Theatre Greta Garbo had no need to exert herself to be accepted convincingly as the inspiration of the foremost artists, sculptors, poets and composers of Paris. She is all of that, more glamorous than before, more alluring, more elusive.

The story has a racy, modern background and is based upon a theme of tragic sacrifice with Robert Montgomery, as the provincial lover for whom Yvonne, the heroine, turns her romantic world topsy-turvy.

Montgomery, in his initial appearance with the exotic star, registers splendidly and is certain to find himself more popular than ever by reason of his performance. Lewis Stone, without whom no Garbo picture seems complete, adds another superb characterization to his glowing record and Marjorie Rambeau of the stage renders an outstanding depiction of a somewhat passe demi-mondaine with a passion for cocktail and champagne. Others perfectly cast include Judith Vosselli, Beryl Mercer, John Miljan, Edwin Maxwell, Oscar Apfel, Joan Marsh, Zella Sears, Karen Morley, Gwen Lee, Paul McAllister, Arthur Hoyt and Richard Tucker.

"Reducing" at the Queen's.

In "Reducing," the new Marie Dressler-Polly Moran Metro-Goldwyn-Mayer comedy, which will open tomorrow at the Queen's Theatre, there is no delay to the start of the fun.

It begins with the departure of Marie Dressler, her postman-husband, Lucien Littlefield; her daughter, Anita Page, and her two sons, for a visit with her sister, Polly Moran, wealthy New York beauty parlour proprietress.

The laughs start with adventures at a station ticket office, and then in a Pullman, where Marie has engaged one upper for both herself and Anita. The guffaws continue when the group arrive in New York. Mischief on the part of the boys in the Grand Central Station starts a wave of laughs which washes them all right into Polly's apartment. Grins galore are reserved for the next sequence, laid in the beauty parlours, where Marie becomes Polly's assistant, and Anita the cashier.

All comedies must have a plot to pull the laughs together, and in "Reducing" the plot concerns the tangled love affairs of Anita Page and her New York cousin, Sally Eilers. The men in the case are William "Buster" Collier, Jr., clever son of a clever father, and the capable William Bakewell, direct from his successes in "Pale" and "All Quiet on the Western Front."

"Reducing" was filmed by "Chuck" Riesner, who directed Miss Dressler and Miss Moran in their previous great hit, "Caught Short."

"Fighting Caravans."

One of the largest casts ever assigned to a moving picture production, including forty-five well-known stage and screen players, is seen in "Fighting Caravans," Paramount's tremendous epic of old West, based on Zane Grey's famous novel. This picture will come to the Central Theatre in their next change.

Five hundred men and women—actors, cameramen, sound experts and technicians—hundreds of horses and mules, many carloads of supplies journeyed from Hollywood for a forty-day trek into the California mountains to make Paramount's new bid for epic honours, "Fighting Caravans." This large caravan of moving picture-maker travelled into the vast spaces of the High Sierra mountains for location scenes of the Zane Grey story. For nearly forty days, this troupe, headed by Gary Cooper, Lily Damita, Ernest Torrence and Tully Marshall, journeyed over the most rugged and picturesque spots of the West.

"Fighting Caravans," the story of these hardy old frontiersmen of "The Covered Wagon," beating new trails, making new history, conquering the old West, was actually filmed on ground where the historic struggle for gold and land took place. Zane Grey poured into the story of "Fighting Caravans" the very soul of the mighty force that Emerson Hough gave "The Covered Wagon." As automobile after automobile, loaded with actors and technicians, wagons filled with cameras, food and equipment sufficient to carry the company through any emergency passed though the studio on the outward march, they started on an expedition, almost as thrilling as the story of "Fighting Caravans" itself.

## Made to Grow Old Gracefully

When you see the trim, modern lines of a Sheaffer Balance "Lifetime" remember that years from now this writing instrument will still be performing perfectly... still be in style. Of such matchless superiority is a Sheaffer Balance "Lifetime" that it is guaranteed for life against everything except loss. When choosing a pen, consider these advantages. Times may change... but merit endures.



The KIWI Trade Mark stands for Superiority in Boot Polishes - IN EVERY WAY -

This Quality Boot Polish is obtainable in BLACK, any shade of TAN & PATENT LEATHER

# KIWI

Sole Distributors:—  
W. R. LOKLEY & CO.

King's Theatre Attraction.

Jan Claire's reputation as one of the best-dressed women in America doesn't suffer a bit from the clothes she wears in Paramount's "The Royal Family of Broadway" which comes to the King's Theatre on Sunday. This is the unanimous opinion of the women who saw the picture in production at Paramount's New York studio. An original Chanel evening gown, a \$25,000 chinchilla coat, and another evening gown of gold lace are outstanding.

The Chanel gown fitted Miss Claire without an alteration, a remarkable occurrence according to the wardrobe department. It is white, decorated with rhinestones, belted and remarkably simple. It is a treat for womanly eyes.

"No Limit" To-day.

Actual New York scenes provide the exterior settings for Clara Bow's latest fun-thrill-romance picture, "No

Limit", now showing at the King's Theatre.

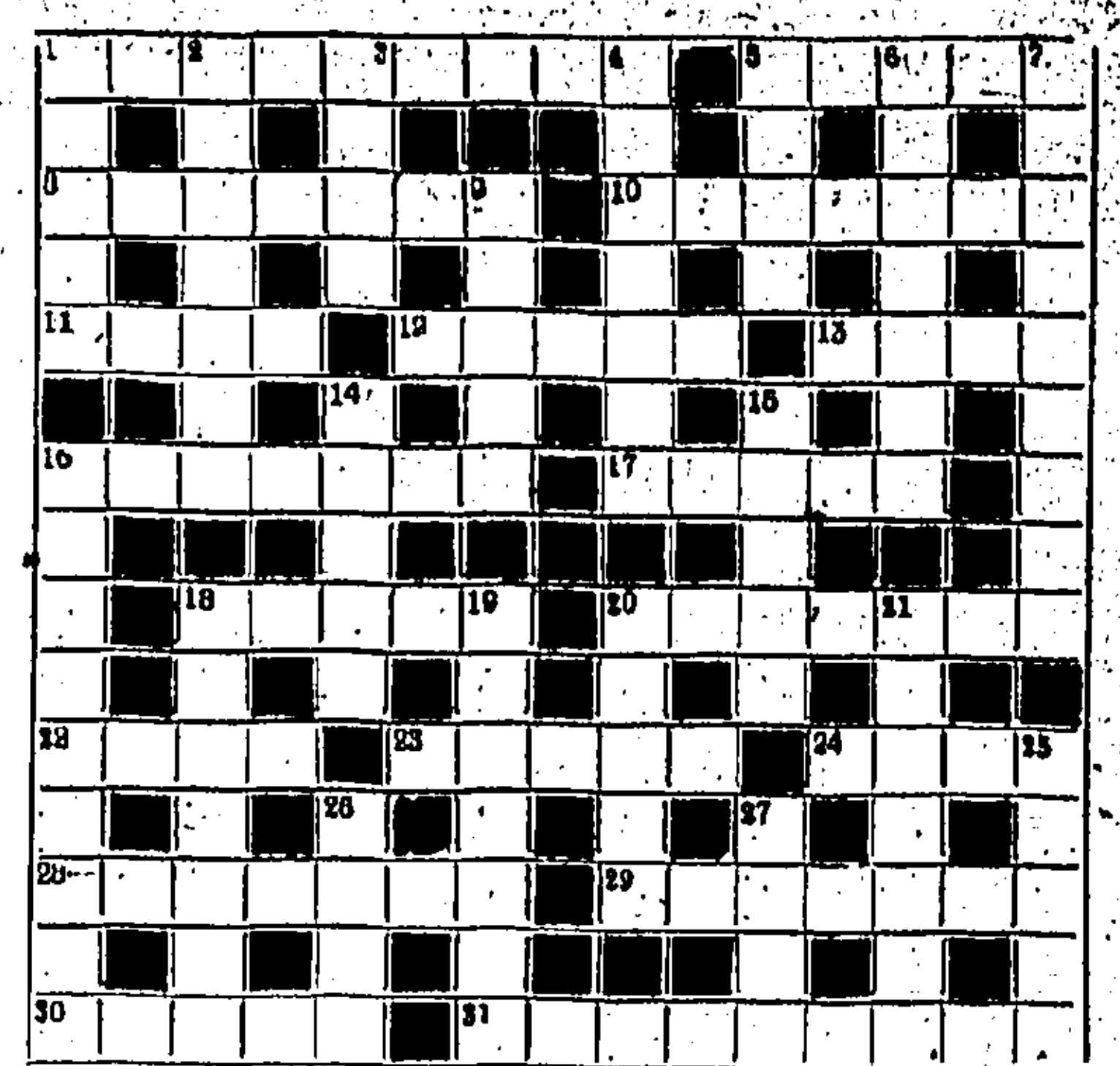
The entire production unit for "No Limit" went to New York from Hollywood several months ago to take the "shots" of the flaming-haired Miss Bow and her supporting players in the various places called for in the plot and action of the play.

One of the scenes requires Miss Bow to run to an "L" station, dash up the steps and catch a train which she rides to "a far down-town point. A special Elevated train was arranged for through the Interboro Rapid Transit and the actual trip of several miles was made as the cameras clicked off the action.

Other "shots" were taken in a fashionable restaurant and in a fashionable women's apparel shop.

As the heroine of the play Miss Bow is an ambitious usherette in a big movie palace. She gains a fortune through a lucky turn of fate, meets a crook, and falls in with him and almost gets arrested—but it all comes out happily.

### OUR BRITISH CROSSWORDS.



Across.

- More easily asked than answered, as a rule.
- Sounds as though it might be a dusty miller (auricula) but it only makes the miller dusty.
- A "b" and an "n" are sufficient to indicate this pirate's head-gear.
- What the hero's eye did.
- Gather.
- Woodwinks birds.
- This is frequently accompanied by elevation.
- Not easily understood though its cure is easily discovered.
- A famous Italian lover who added nothing to his capital.
- Blind.
- This beggar carries his own allowance.
- Devils.
- Pullie, but certainly not ecclesiastical.
- "Time fleets, youth fades—is an empty dream."—"Paracelsus."
- "I am a bent," going round. (anag.)
- May's precious stone, said to bring success in love.
- An incident that becomes pretty flat before tea.
- The doctor is divided about his assistant.

Down.

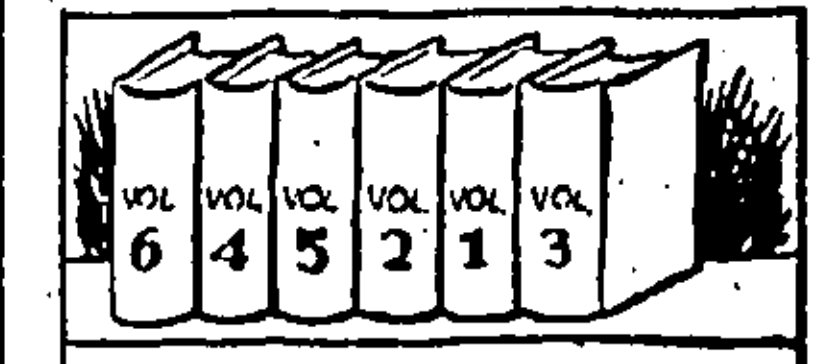
- What do you think of that cub I caught in George's spinney? (hidden).
- A state of great difficulty.
- Not rising high.
- Thanks to a stupid fellow it will protect your throat.
- Equally at home in a milkmaid's pail or a glass of beer.

- Which Shakespearean character says, "Fetch me that handkerchief?"
- It would be so to ask a school-boy whether he would rather have two cream-buns than one.
- Nature's blue.
- Sweet enough?
- This likeness looks rather as though it might have issued from Father Time himself.
- Bring into existence. It shows what Sirey Camp would consider the right spirit.
- Describes the right man for his job.
- Pictures are.
- Language caused by vice—with nothing to it.
- You and I and a rabbit.
- Tree.
- Borrowed.
- Measure this sound food.

Yesterday's Solution

SUDES STOCKSTILL  
THE FUGGERS  
AYAH INGLORIOUS  
CWELOUTNT  
NOBLE MENAGE  
A FRYE S E B B  
TRILL NIGHTMARE  
DLETECA  
ORGANISE OAREN  
NEE D F E G C  
ALASKA ALARM  
A A L N M A  
CONVEYANCE AMEN  
T O G L O O G  
SUNDERLAND KNEE

## STICKERS



The six volumes shown above are out of their correct order. Can you put them right, in the following manner? Move two books at a time to another position. The two books moved must be side-by-side and placed side-by-side. Then again move two books that are together and follow with a third move of two books together. The third move should bring the six volumes to their correct order.

### NAUTILUS EPIC.

#### BATTLING THROUGH BIG ATLANTIC SEAS.

Washington, June 19.

An epic battle against the elements is proceeding in the Atlantic, four hundred miles from Queens-town, whither the American warship Nautilus is steaming slowly, directing to the rear at night time her powerful searchlights, her radio buzzing incessantly, in order to maintain sight of a small speck, rolling heavily in the mountainous seas behind.

This "speck" is the submarine Nautilus, blinded by her bridge, periscope and running lights being washed away, but determined, by hook or by crook, to cross the Atlantic on her own resources.—*Reuter's American Service.*

### Yesterday's Solution

chump

The two missing script letters were "h" and "m," and when added they make the word "chump," which reads the same upside-down and right-side-up.

### MUSSOLINI AND DR. MARIE STOPES.

#### DENIAL OF INVITATION FOR LECTURE.

Rome, June 19.  
An authoritative addendum to a Foreign Office denial that Dr. Marie Stopes has been invited to Italy to lecture, under the chairmanship of Signor Mussolini, on constructive birth control, says:

"It is merely ridiculous to suggest that permission has been given to anybody to distribute birth control information in Italy, where the duty of a woman is to provide sons for the fatherland."

Dr. Marie Stopes, interviewed by *Reuter* in London, described the denial as "stuff and nonsense," and added:

"It is conceivable that they will deny it in Rome, but I am definitely going to keep my appointment."—*Reuter.*

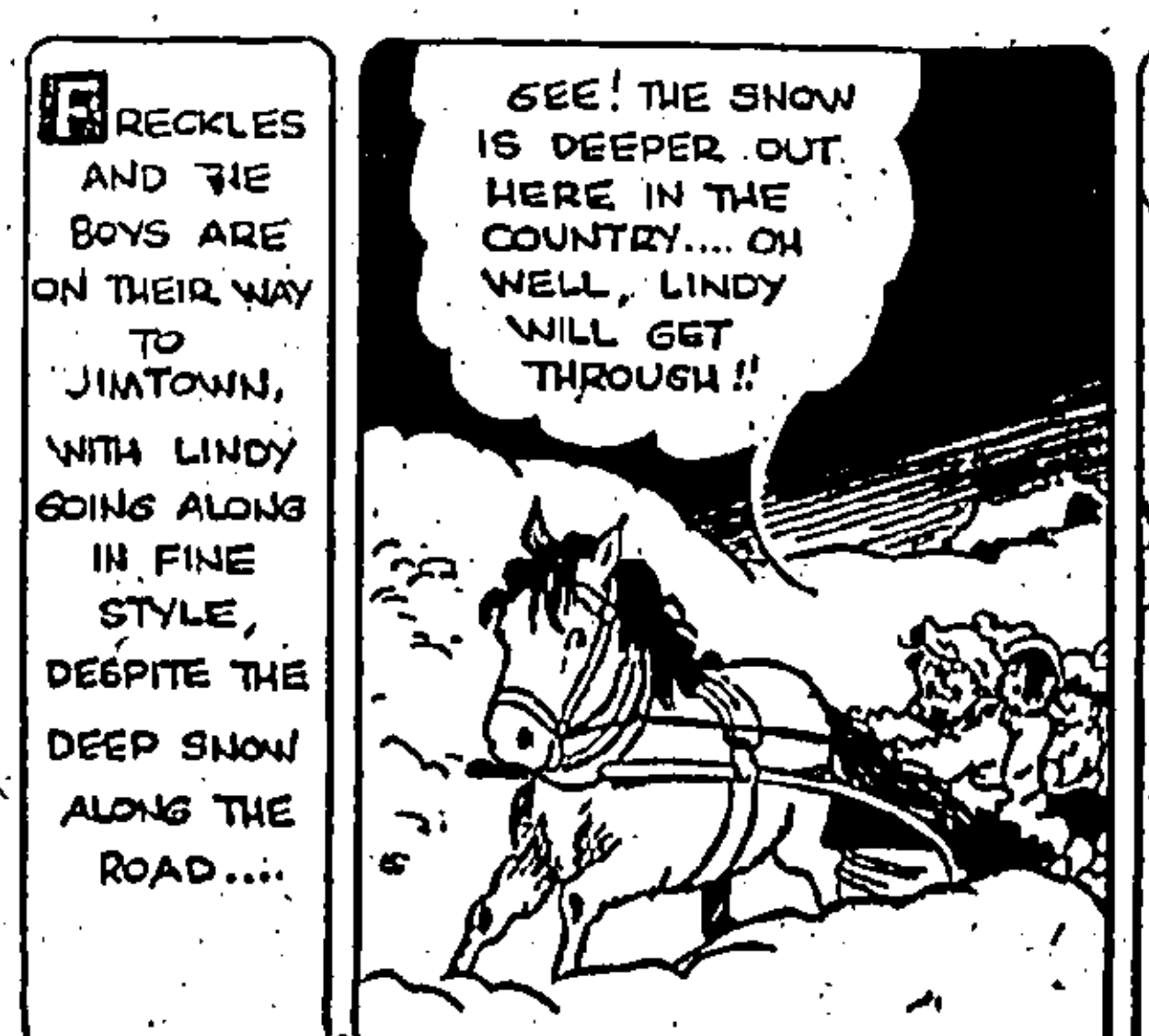
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## SEVEN INTERESTING RECORDS From the "H.M.V." May Supplements.

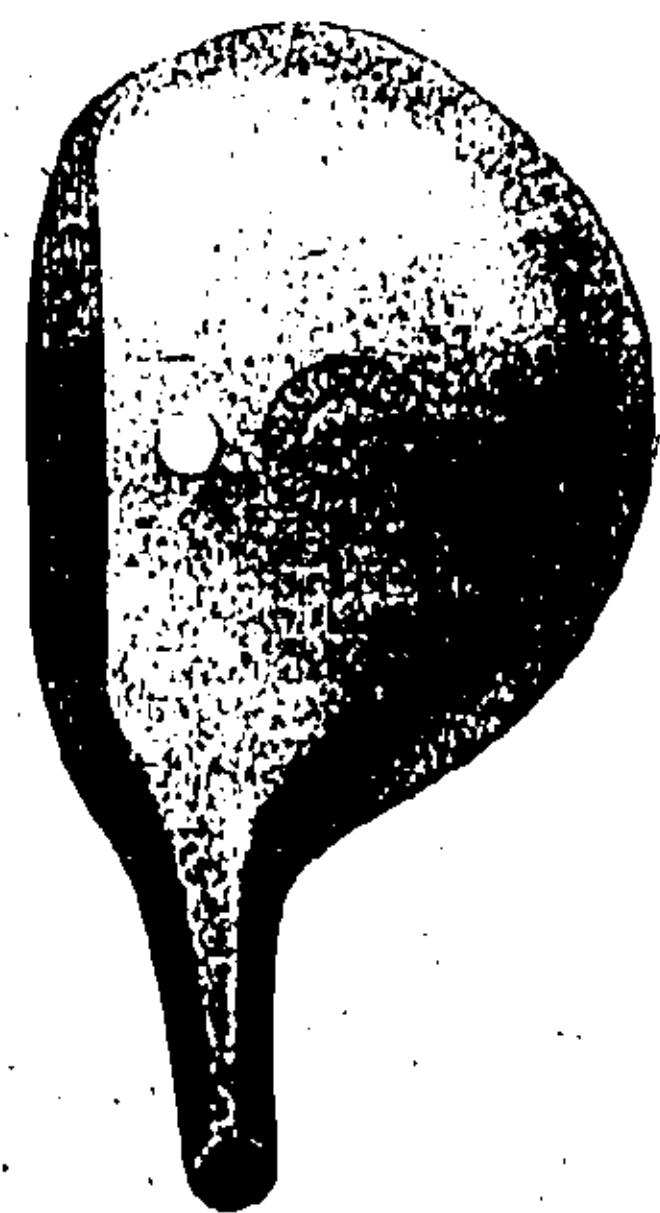
- B-3639) In Love (Lohr) Walter Glynn  
) The Gypsy's Warning (Goard)
- B-3716) I've found a whole world in you (Leslie)  
) Dainty Little Maiden (Besley)  
(Sung by Winnie Melville & Derek Oldham)
- B-3795) The Clockwork Courtship (Rayners) Grace Field  
) Pass, Shoot, Go!!
- B-3827) Art Thou Weary Westminster Central Hall Choir  
) Preise to the Holiest
- C-2061) "The Rose" (Selection of English Melodies) Arr. Myddleton  
) 1st & 2nd Records The London Palladium Orchestra
- C-2067) "Aida" Fantasia (Verdi-Arr. Tavan) March Weber's Orchestra  
) "Aida" Fantasia-Part 2
- C-2116) "Stand up and Sing" Selection (Ellis & Charn) 1st Record  
) "Stand up and Sing" Selection 2nd Record  
(Played by New Manjira Orchestra)

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**Lane, Crawford, Ltd.**  
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## The Hongkong Telegraph.

SATURDAY, JUNE 20, 1931.

## THE FUTURE.

To-day we mark the fiftieth year of the establishment of the Telegraph by the publication of a Special Jubilee Number which we hope and trust will prove of interest, and possibly some value, to our readers and, to our many friends in all parts of the world. Were we in prophetic mood, we might venture to envisage Hongkong fifty years hence. Save in a general sense, however, we will refrain from peering into the future, leaving that task to our readers, according to the measure of their imagination and their ingenuity. Amongst the numerous messages of congratulation which are included in our Jubilee Number is one in which the writer sets us a query. "Can you," he asks us, "say what Hongkong is to be—a sand castle on the edge of a rising tide, or a stepping-stone?" Let us at once say, as confirmed optimists, that we believe Hongkong, so far from having reached the zenith of her influence and prosperity, to have hardly made a beginning. Measured by the time this Colony has been in British hands, we have reason to be proud of the progress made in the face of immense difficulties, but all that has gone before may be taken as but the preliminaries of the greater developments to come. Our conviction, bred of many years of careful observation, leads us to the conclusion that the foundations of Hongkong's progress are too well laid to warrant the thought that we are but a tiny castle of sand threatened by a rising tide.

It is appropriate to recall that many years ago a noted Chinese statesman remarked that China, when she ceded Hongkong, to Britain, lost a barren rock, but, in return received a mountain of gold. The simile is apt. By the prosperity which has resulted from enlightened British rule, by the example set in many spheres of life, and by the security to life and property which has been afforded to innumerable people from China Proper, Hongkong, although no longer China's own, is to her of greater value than many mines of gold. We may not have attained perfection; we never shall. There is room, as Bishop Valertorta remarks in his message to us to-day, for much

social reform and for the cultivation of a sense of social responsibility. The need is recognised; we believe that as time goes on, it will be increasingly met. But this will only be according to the measure of the determination shown by the authorities and our public men and women. Primarily, of course, Hongkong is a great trade distribution centre, serving an essential purpose in the contact between East and West. It has been built up on that basis, with a jealously-guarded reputation for commercial integrity and a spirit of enterprise represented by the excellence of its service. But we are, and must be, something even more than that. We must reflect British ideals and British traditions in all aspects of life.

In the sphere of education, there are great opportunities. We may, as Sir William Hornell to-day remarks, have lacked vision and pertinacity, but it is, as he says, equally true that there has latterly been a steady quickening of the intelligence and the conscience of the community in this vital matter. Our University, we believe, has a great part to play in the future of the Colony. It has well been described as a great centre for drawing the youth of China from the four points of the compass for the purpose of giving them a modern education, and as a distributing centre in passing out the same youths imbued with all that is good in Western science and arts, yet not having lost the characteristics of their race nor forgotten the land which gave them birth. As a link between East and West, it has, in this way, a very vital role. So also would we like to think that this Colony can be a radiating point for the diffusion in the East of those great moral ideals which have made Britain's name stand so high in all parts of the globe. We can all be thankful for what has already been accomplished; but there is much still lying ahead to be done. Perhaps we need to be saved from a spirit of smug self-satisfaction; to be animated afresh with the vision and the determination of those pioneers who not only dreamed dreams but set themselves to make those dreams come true. The opportunities are illimitable. We have sufficient faith to believe that they will be seized.

## A Shanghai Charter.

Could the difficulty in the way of immediate rendition of the International Settlement in Shanghai be met by the grant of a Charter by the Chinese Government which would provide for a continuance of local self-government, based on co-operation between the foreign and Chinese communities? This is one of the many interesting propositions dealt with by Mr. Justice Feetham in his monumental Report to the Shanghai Municipal Council. The term "charter" is interpreted as meaning "some legal instrument issued by the National Government which would depend for its validity on Chinese law and which would be so framed as to give the Chinese community a majority in the governing body or bodies." No such Charter would be worth having unless there were some reasonable guarantee for its permanence and inviolability. There would be nothing to prevent such a Charter from being withdrawn or amended by further legislation, or even by executive action. And such a position must continue until China develops constitutional government and possesses Courts which are not only independent of the Executive, but also strong enough to enforce the observance of law, even against the Government itself. The same difficulty arises with regard to the interpretation of the Charter by Chinese Courts. There would, at present, be nothing to prevent the rights conferred from being whittled away or made inoperative by judicial decisions influenced by executive or military authorities. Reference is made to a suggestion that the charter might include

## DAY BY DAY

MANKIND ARE GREATER GAINERS BY SUFFERING EACH OTHER TO LIVE AS SEEMS GOOD TO THEMSELVES, THAN BY COMPELLING EACH TO LIVE AS SEEMS GOOD TO THE REST.—John Stuart Mill.

It is notified that the name of the On Fat Steamboat Company, Limited, has been struck off the Register.

The late Lieutenant-Colonel Arthur Chapman, V.D., of West Dulwich, S.E., late of the Civil Service of Hongkong, left £1,038 (net personally £487).

The Bishop of Victoria (the Right Rev. C. R. Duggan) will be the preacher at the 11 o'clock service at St. Peter's Church, West Point, to-morrow.

Mrs. W. T. Southern was welcomed back to the Colony yesterday by members of the Kowloon branch of the Helena May Institute. Tea was served, being followed by an enjoyable concert.

The names of Dr. Kwan Pak-chien and Dr. Tan Tiong-lam have been added to the list of medical practitioners. Both are Bachelors of Medicine and Surgery of the Hongkong University.

There was a variation from the broadcast programme arranged for last night by ZBW, the Hongkong station. A delightful change was provided by the broadcasting of selections by the orchestra of the P. and O. liner Rangoon.

Mr. and Mrs. D. F. Robertson, of the D. F. Robertson Travel Bureau, Los Angeles, are due to arrive in Hongkong, July 18th on the m.v. Asama Maru with a party of sixty Californians. The party will visit Yokohama, Kobe, Shanghai; after visiting Hongkong they will proceed to Manila, and on their return to Hongkong they will visit Canton, Macao, arriving in Los Angeles on their return, August 13th.

guarantees against military forces entering the area, and provisions limiting the powers of the National Government as to collection of 'taxation' and raising of special levies in the settlement. It is pointed out that the courts would be powerless to afford protection against infringement of such provisions. The guarantees would be mere scraps of paper. Security, says Mr. Justice Feetham, cannot be built upon such foundations. Strong arguments are also advanced against the establishment of a Chinese majority. Mr. Justice Feetham does not believe that any system of government could have reality if controlled by Chinese votes. Government and Party influences would be a controlling factor in elections, and even apart from this risk, it is certain that, on critical occasions, the Chinese votes would be cast, not in accordance with their own freely formed views, but in such a way as to conform to the wishes of the Government or the Kuomintang. These objections hold good in every argument against rendition. A great process of transformation is involved in any effort to meet them. Time is needed not only to make fundamental changes, but also for testing the lasting character of such changes. Mr. Justice Feetham's vital conclusion that the transition period must be one of "decades, not years," is easy to understand on these findings.

## STANDARD WOMEN!

By ELLEN WILKINSON, M.P.

OF course, it was sure to come sometime, but all the same, I had a shock when I saw in the paper that the Drapers' Chamber of Trade had been considering "What is a standard woman?" In a machine age, people will not stop at standardising houses and electric light bulbs. They have standardised the men. They have made the pathetic creatures actually proud of dashing into a hat shop, snapping out, "Size 6½," and being out with their purchase in 1½ minutes.

But a standard sized woman! Well, thank heaven I am not one, and I imagine every other woman in the country will fiercely assert that neither is she.

### The Sales-Duchess Won.

The standard size has completely dominated the women's clothing trade in America. The makers have decided that all women can be graded 32, 34, 36, and so on till 44.

If you don't happen to fit in to their ideal measurements, so much the worse for you. The "sales-lady" says in tones of infinite pity and refinement: "But, say, you ain't a standard size!"

It is no use criticising the garment then. The American woman wilts under that charge, and pays as penance the extortionate rates demanded for alterations from the norm.

All my life my soul will carry the secret scars of the fight I fought against acquiring an inferiority complex while trying to acquire an American frock. "You see, I am not a standard size," said I, emphasising the obvious before the "sales-duchess" had time to down me with it.

But I confess they did down me finally. I have only worn once the dress they made me buy. My dress-maker looked at it pityingly and said: "It was built for a different type," so that was that. Our English drapers have stood out so far against the process, but the writing is on the wall. The Council of the Drapers' Chamber of Trade have decided to appoint a committee to consider the standardisation of women's clothing.

I can see that committee at work. The spell of American production figures will be before them, they will invite some visiting American "sales psychologist" (ugh!) to give them advice. The members of the committee, seeing how simple it will make the draper's job, will make up their minds firmly, and if someone, greatly daring and feeling very modern, says hesitatingly: "Don't you think we might ask some woman what she thinks," the wag of the bunch will say: "I move the speaker asks his wife." And the lady in question will say: "Of course, dear," as, being a good wife, she doesn't want her husband to worry about business at home. So it will all be settled. The standard sizes will be laid down, and the Englishwoman will have to face that devastating verdict: "But madam is not quite standard size."

### "Stock" v. "Standard."

As every woman knows, there is a subtle distinction between the new term "standard size" and the old "stock" size. As things are

now, when a customer is told she is not stock size, she perks up, prettily and takes it as a compliment. "Stock" is old-fashioned. It somehow seems matronly, and middle-aged, nothing attractive about it at all.

But wait till those sales-psychologists get busy on putting across the fashion of the standard size series. These will not be "stock." They will include, if they follow the American model, all sorts of subtle gradations. Standard size will become the synonym for "ideal" size.

For ever so many years women have been told that the proportions of the Venus de Milo were "ideal," and none of us has turned a hair nor even inquired what those proportions are. The lady doesn't wear anything but a glorified bath towel anyway.

But when clothes are made in the best stores to fit standard sizes, then the most strong-minded woman will begin to worry: is that waist measurement of hers really in correct proportion to her hip measurement, and, as it so obviously isn't, what can be done about it?

Suppose, however, the Council, having read these warning words of mine, decide to tackle the problem very seriously, and set up a Peck of Trouble research department to decide on these ideal sizes. The complications so caused will really serve them right. How will they reconcile the broad-shouldered, straight-backed woman of Yorkshire with the small but well-proportioned product of Lancashire? (my native county, of course).

Or will they try to force the independent women of the North into sizes based on the narrow-hipped, rather flat-chested product which has become the ideal of the London girl?

Ah, well! each trade to its own troubles, and the Drapers' Chamber of Trade seem to be going out to look for theirs. My hope is that they will strike a rock in the shape of the firm conviction of every feminine creature: "Thank heaven I am not a standard woman."

## Meat for the Spelling Meët.

NEWS that a national spelling bee is being held in the United States may cause someone to ask: "Why a national spelling meet?" Because to spell in English really is a feat. There's the simple sound of "o." When you're surprised, it's Oh; then there's toe and low and so.

When bakers make the bread, you speak of d-o-u-g-h. But, if you write b-o-u-g-h, it's something else that sounds like cow. There's through; cut off the first two letters and it's plain to see that what is left should then be called "rue," instead of "ruff." Yet, c-o-u-g-h, instead of saying "cuff" any "coff." And h-e-a-c-o-u-g-h is pronounced "hiccough."

While gauge is pronounced the same as gaze, the "au" in caught is like the "aw" in awl, but laugh is—well, what is it where you live?

"Or" is a syllable that spells itself—until you think of ore and door and pour and soar. Soldiers do not go to "wor" or "wore." They march instead to war. Your automobile, though, is called a car.

If p-a-l-d is paid, what is said? And why isn't your cranium spelled h-a-l-d? When something is heavy you say it feels like lead; but when you're hungry you want to be fed.

If m-a-d-e spells made, it seems a tragedy to insist that b-a-d-e should be called bad. There's vein, vain and vane; there's rain, rain and reign.

Wood has the same sound as would, but in mood the sound is like rude and in blood it is like bud.

The "g" sound may be either "j" or "g," as in a large jug. The letter "c" may have the sound of either "s" or "k," as in clead; but to stir is not to milk or mick, but to mix.

When package goods are sold, the weight of the carton is called the tare; yet if you have to "ait" your dress, you must spill it t-e-a-r; and the tear you shed when you weep is pronounced to rhyme with fear. Thus if f-e-a-r is fear, b-e-a-r should be pronounced to rhyme with mere. Instead it sounds like bare. The bear is a plantigrade carnivorous mammal whose den is called a lair.

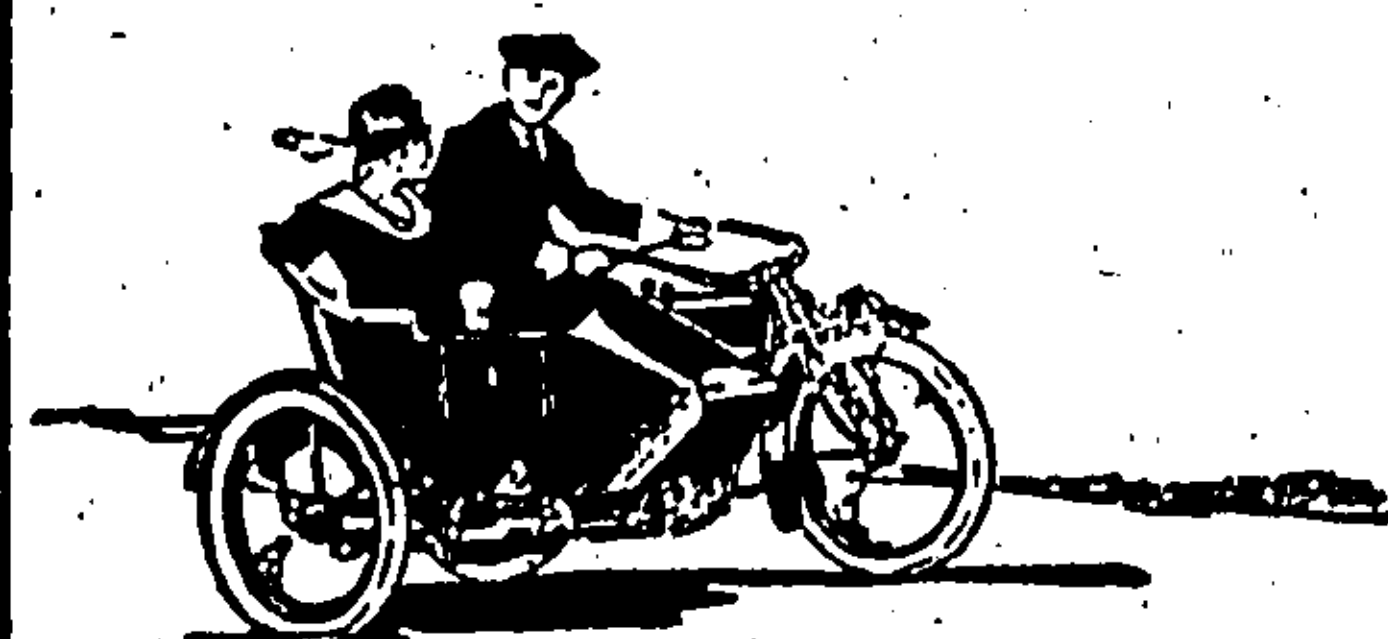
Thyme is a sweet-smelling herb; when you write t-i-m-e, you mean the hour of the day; and when you get up late you must change (Continued on Page 7)



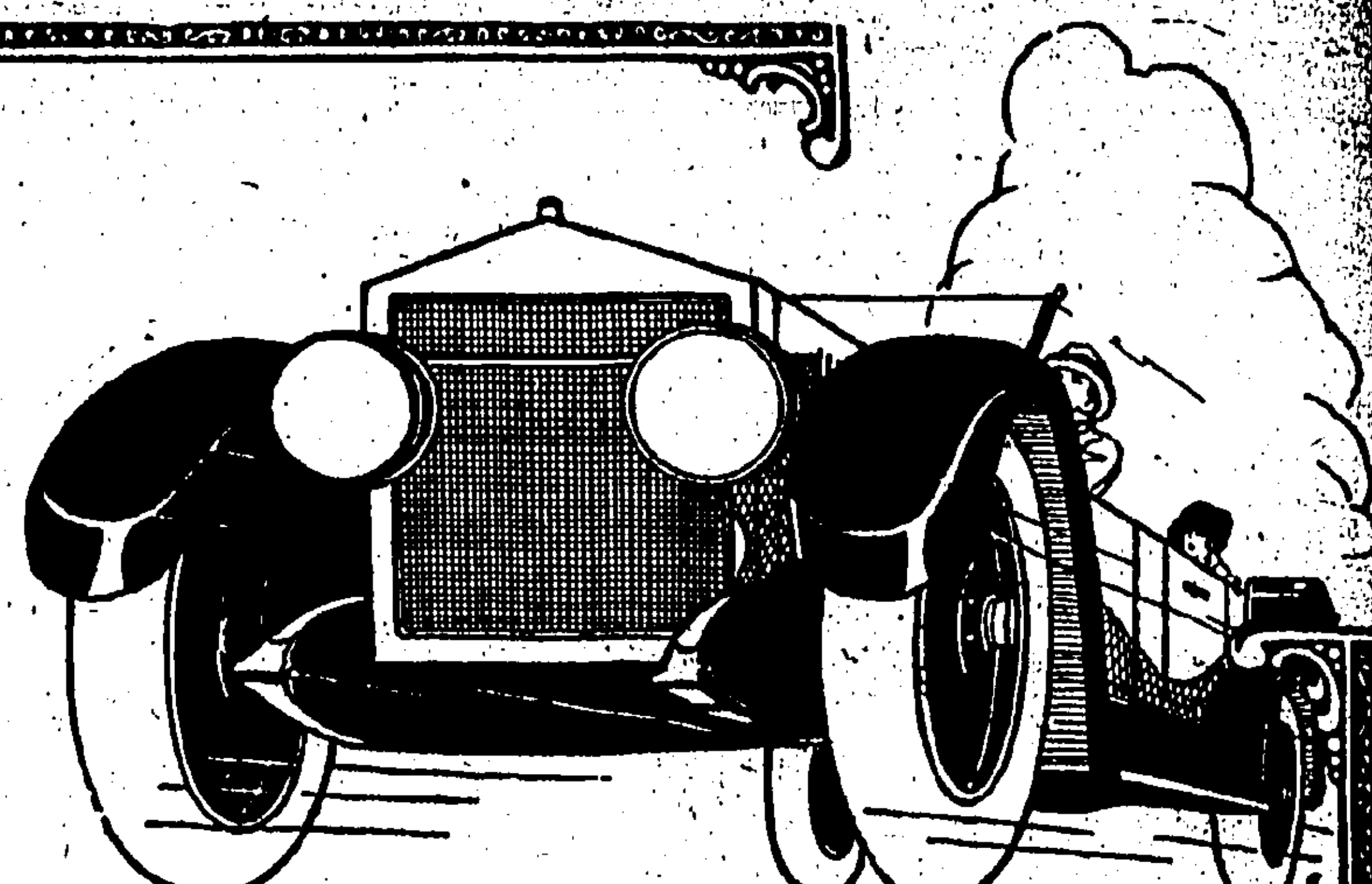
"It's my girl, Bill—pretend you're my secretary and tell her I'm attending an important conference."



# MOTORING SUPPLEMENT

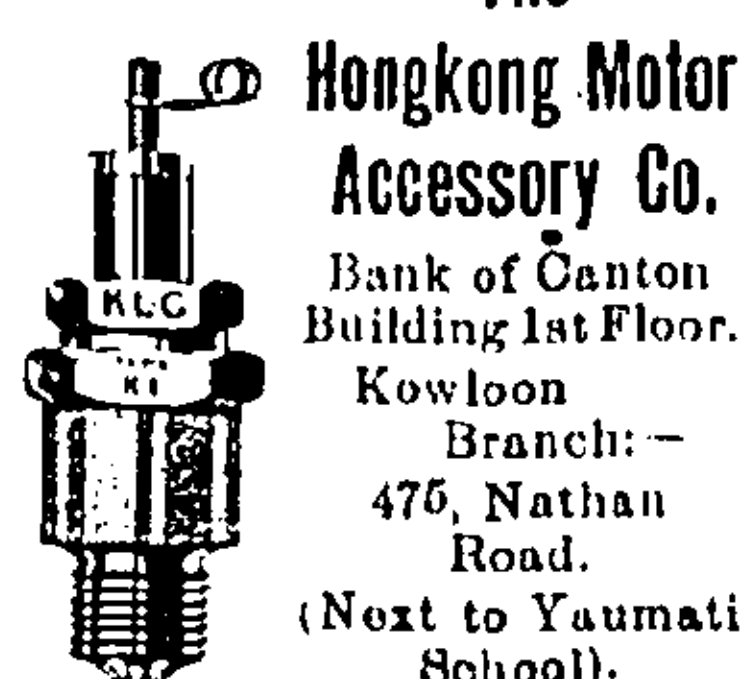


OF  
THE HONGKONG TELEGRAPH.  
SATURDAY, JUNE. 20th, 1931.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



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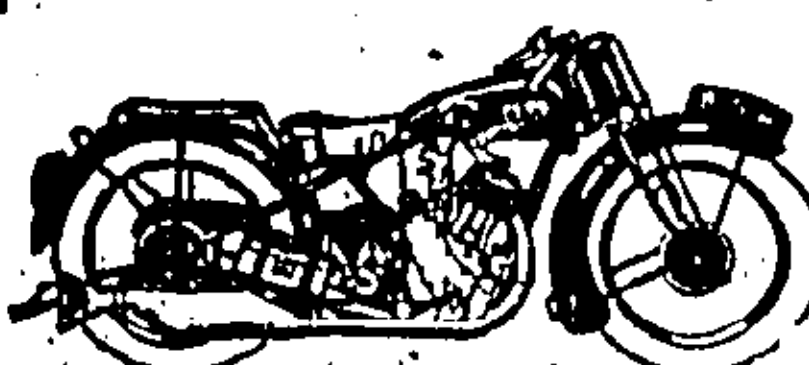
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SINCERE'S

## CURRENT COMMENT

### Motor Cycle Trial.

Much interest is being evinced in the forthcoming Motor Cycle Reliability Trial, which will be open to all motor cyclists in the Colony, riding solo. The Committee is hard at work arranging the preliminary details, and advertisements will appear in the near future inviting entries. It is confidently anticipated that a large number of enthusiasts will compete, for the routes selected provide ample scope for the exercise of the judgment of competitors in the matter of speed calculating, and at the same time, machines will be given an excellent test for reliability. Speeding is, of course, discouraged, and the presence of secret checks will effectively stop unnecessarily fast riding. There will be four laps, subject to the approval of the Inspector General of Police. They are as follows:—

### The Routes.

1st Lap.—Queen's Rd., Tramway Track to Shaokwan, Shaokwan Hill, Shekko Rd. to Big Wave Bay, (Forestry Path) to point about 100 yards down Shekko Rd. from round the island road), Tytam Tuk Reservoir to Wong Nei Chung Gap, Repulse Bay Rd. to Aberdeen, Dairy Farm Hill, Pokfulam Police Station, Reservoir Path, Peak Hotel, Stubbs Road, Morrison Hill, Home.—Distance 35 miles.

2nd Lap.—Garden Rd., Caine Rd., Mt. Davis Rd., Felix Villas, Victoria Rd., Aberdeen, Aberdeen Reservoir Path, Wanchai Gap, (Black's Links), Wong Nei Chung Gap, Repulse Bay, Tytam Tuk, Shaokwan Hill, Quarry Bay, (up the hill to Taikeo Sanatorium and down to Tytam Reservoir) Wong Nei Chung Gap, Morrison Hill, Home.—Distance 31 miles.

3rd Lap.—Garden Rd., to Seth's Corner, Peak Rd., Peak Hotel, Stubbs Rd., Repulse Bay Rd., Victoria Rd., Aberdeen, Dairy Farm Hill, Mt. Davis Rd., Felix Villas, Victoria Rd., Kennedy Town, Home.—Distance 17 miles.

4th Lap.—Connaught Rd., Kennedy Town, Victoria Rd., Aberdeen, Repulse Bay, Tytam Tuk, Shaokwan, Taikeo, and via Tramlines to Volunteer Headquarters.—Distance 25½ miles.

Total Mileage 108½ miles (approx.)

### A New Car.

A new American automobile which created a most favourable impression at the 1931 Shows at New York, will make its appearance in Hongkong in the near future. It has been named the "De Vaux," after a well-known American automobile engineer who is responsible for its design. De Vaux has been associated with the industry for some twenty-five years, during which time many leading manufacturers have benefited from his advice. One of his notable associations was with the Packard Company. The representative of the makers is at present in the Colony, Mr. Roy L. Wimberly, and he is confident that the De Vaux will prove an ideal car for local conditions. It may be mentioned that the new vehicle comes in the moderate priced class.

### HERE'S AN IDEA.

The Chamber of Commerce of Owosso, Mich., has proposed that 1,000,000 persons throughout the country be asked to sign pledges to purchase automobiles this year and in this way aid in bringing the country back to prosperity.

### TO WORLD'S FAIR.

Special highways that will bypass the built up and congested areas of Chicago, and costing about \$30,000,000, will be constructed to accommodate visitors during the World's Fair there in 1933.

## "SHE'S A WOPPER."

Testing a 12-Tonner.

### 19 TONS LOADED.

"Ee—she's a wopper, eh?" "That she be—ugh on twenty ton if she's a pun!" Such were the exclamations of the fisher folk of Lyme Regis as they gathered round a Thornycroft six-wheeled lorry which had pulled up, to park alongside the quay wall.

And they were right, for "she" was the heaviest and latest of the Thornycroft range of freight vehicles, a 102 h.p. six-cylinder six-wheeler for 12-ton loads, which was undergoing a test run through this most difficult district. After a very satisfactory run from the maker's works at Basingstoke via the main road to Exeter, the return run was made along the coast road via Sidmouth, Lyme Regis and Dorchester, which is a succession of severe hills. This route was deliberately selected to test the Thornycroft to the limits of its pulling capacity, and the first long climb of two miles up a 1 in 8 gradient was surmounted at a quite respectable speed.

The big thrill was the climb out of Lyme Regis, when this loaded lorry, scaling 19 tons, ascended the old road, with its hairpin bends and 1 in 5 gradient, instead of following the new road which has more recently been made in the interests of safe motoring. It was a real adventure for the testers, who trusted to the pull power of the engine and efficiency of the transmission to withstand the terrific strain. The machine responded right manfully and completed the climb without a hitch, giving more than ample proof of its entire strength.

The successful conclusion of the whole test run has established convincing proof that this biggest of Thornycroft vehicles can be implicitly relied upon to transverse its full loads wherever there are roads.

Moreover, this hefty six-wheeler will travel over open country, with smaller loads proportionate to the difficult nature of the ground, and is thus eminently serviceable for overseas transport.

One example was among the exhibits of Thornycroft freight vehicles at the Buenos Aires Exhibition, where it was the biggest individual exhibit of the British Motor industry.

### PUBLIC TRAVEL.

### The Prince's First 'Bus Trip.

### AT LIMA.

It was at Lima—when on his way to open the great British Empire Exhibition at Buenos Aires—that the Prince of Wales took what was his first ride in a public service omnibus.

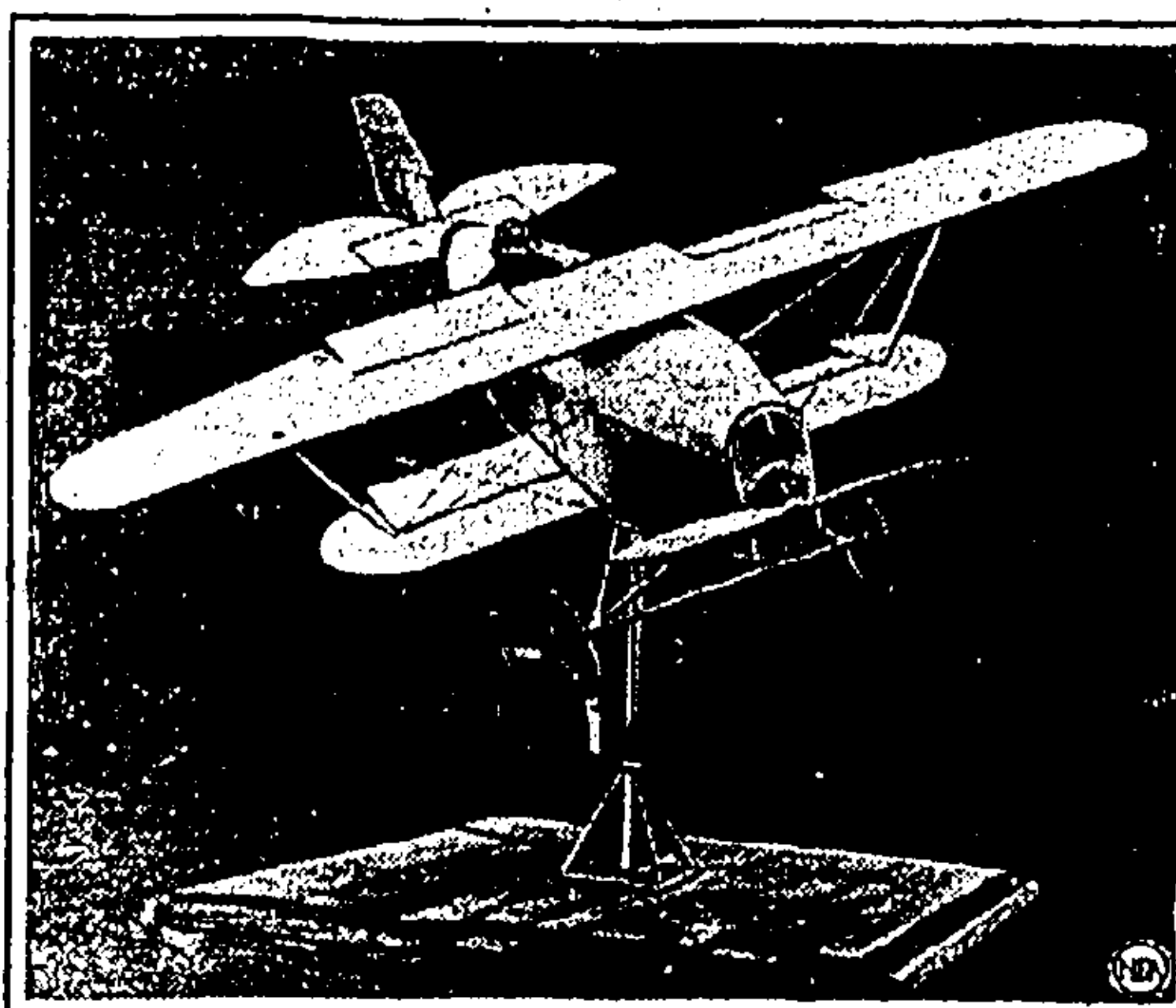
The vehicle was British, built by the Associated Equipment Co., Ltd., of Southall, England, and shipped to Lima for service with the Metropolitan Bus Company of that city.

It was while attending a ball held at the British Legation in Lima, according to "El Comercio," that the Prince expressed a wish to have an interview with the Manager of the Metropolitan Company concerning the activities of the business, the controls, and the possibilities of establishing trade relations with Great Britain.

He also made known his desire to inspect the 'bus which had recently come out from England.

The following afternoon, in the garden of the British Legation, H.R.H., accompanied by Lord Ednam, a member of his suite, Mr. Bentinck, the British Minister, and Mr. W. M. Gurney, Commercial Secretary to the Legation, inspected the bus, its various mechanical features being explained to him by Sen. Carlos A. Franco, Manager of the Metropolitan Company, and Mr. Lacy Hubbert, representative of the Company, which built the vehicle. At the Prince's request a trip

## LEARNING TO FLY ON LAND.



Novices at aviation will be sure they can fly a plane without danger of disaster after they get through training with this contraption. It's what Martin F. Rich of Cleveland, its designer, calls an "aero-instructor." It makes all the necessary manoeuvres under the proper controls in the cockpit, without leaving the ground—or the post on which it is securely placed.

## WANDERLUST—1931.

Enthusiasts' Care-Free World Trip.

### MOTOR CYCLING.

Who says the pioneer spirit is dead? Who believes that Britain's young men no longer seek adventure like their forefathers? Tired of living humdrum city lives, two young Midlanders got together in the New Year and discussed a plan. Said Mr. W. Johnson, "Let us 'o round the world.'" Replied Mr. E. Farrell, "Let's."

They actually started in March and, money being scarce, they decided on the most economical way of travelling to-day—by motor cycle and sidecar. Funds were pooled, and an Ariel side-valve machine with an extra large van-shaped sidecar was purchased. Passports, papers and equipment were obtained, and the argonauts were ready.

They aim to work their passages on the boats on which they will have to travel and, both being good shots, they hope to replenish the larder with a minimum of expense. They have taken full camping kit with them, and to save money will use it every night. They will never see the inside of an hotel—except at the hospitality of local enthusiasts.

Apart from the route their plans are delightfully nebulous. They took a cargo boat across to France and thence their itinerary leads to Constantinople, Alexandria, Cairo, across the desert to Lake Victoria and over the veldt to Cape Town. Another cargo boat to Colombo, and then through India and Malaya to Australia. There, for the time being, the definite route ceases.

was then made over the Country Club tracks and outskirts.

On alighting, H.R.H. carefully inspected the six-cylinder engine, and in his appreciative remarks concerning its design revealed his wide knowledge of petrol power units.

He questioned the Metropolitan Manager concerning the adaptability of the British 'bus to the traffic conditions of Lima, and was anxious to learn what reception it had received from the authorities and the public.

He was told that the new vehicle had shown itself well adapted to the peculiarities of the Lima streets, and that it had created an excellent impression by its elegant appearance, smoothness of running and the strength and simplicity of its mechanical features.

## BRITISH CAR CHALLENGE.

Two Young Men and "The Wizard."

### THE PRINCE'S ADVICE.

One thousand men, representative of the Government, the Diplomatic Corps, the Services, the Dominions, the motoring community, and the leading industries of Britain, sat down to luncheon recently at the Albert Hall, where a new British-built motor-car made its debut.

This car will set the world talking, as it is a direct challenge to the United States, our greatest rival in the overseas market.

Brilliant team work in the Hillman works at Coventry has resulted in the production of a new model of an old-established car known as the "Wizard," but it is due to two young men that the car has seen the light of day after two years of intensive personal study of world demands.

Those two young men are the brothers Rootes, who are the biggest over-seas distributors of British cars in England.

A Great Future. The Prince of Wales sent a cablegram from Lisbon, stating: "Having just returned from South America, I am convinced that a great future lies before the British motor industry."

"British cars which I have used on my recent tours abroad have proved that this country can produce cars suited for over-seas. But British manufacturers must not only produce such cars; good salesmanship and good service after sales must also be their keynote if they are to capture the world's market. I wish the industry every possible success."

The "Wizard," a full sized six-cylinder car, is built in two powers, 15.7-h.p. and 20.9-h.p., the former primarily for home use and the latter for over-seas. Both types cost the same price, varying from chassis at £198 to saloon de luxe at £285. The family saloon and tourer are priced at £270.

### SMALL SUPER-CAR.

A Rolls-Royce for £1,695.

It is not only among baby cars that British manufacturers today offer remarkable value for money. The 20/25 h.p. Rolls-Royce, which is the smaller of the current models, fitted with an enclosed limousine body, is now available at the very moderate price of £1,695, and can be supplied from stock in a number of different colour schemes.

## 1931

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## SEA LUXURY.

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Boats Popular.

### WORLDWIDE USE.

Many interesting orders from well-known people have been placed for Thornycroft motor boats for the use of their owners this season.

One of these is for a 40 ft. cabin cruiser for Mr. Thomas Marlowe, who for some years was editor of the Daily Mail during Lord Northcliffe's regime. This is being fitted with twin screws driven by two of the new Thornycroft 10/16 h.p. motors.

A handsome 52 ft. motor yacht is being built for Mr. Brooks Hitching which will be suitably equipped for world-wide cruising.

Another 40 ft. cabin cruiser is in hand for Sir Leonard Lyte, this being a very popular and sizeable Thornycroft boat for river or coastal cruising, providing accommodation for 8/8 persons. Boats of this type and also are also available in their "standard class" construction and finished on more economical lines, which enable them to be offered at most moderate prices for boats of Thornycroft reputation.

A 34 ft. launch has recently been shipped to India for the use of H.H. The Maharajah of Tripura, which is equipped with a 30 h.p. Thornycroft engine giving a speed of approximately 11 knots, and a 47 ft. cabin cruiser has been shipped to Malaga for the use of an English owner resident in Spain.

Other Thornycroft boats are building for service in China, Greece, China and Singapore, of which indicate that the Thornycroft Boat Works at Maudslough, Thames are maintaining a healthy activity.



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**MORE "PUSH-A-BUTTON" CARS.**

British Model with Choice of Engines.

[By Chiltern.]

Motor-car design never stands still—almost every month sees a new development.

In the early days only engines and transmission seemed to matter to designers. Then they tackled the appearance of the car, later drivers' comfort, and lastly passengers' comfort. Now we seem to have gone back to transmission again, but from the angle of comfort.

There are in Coventry alone two makers with experimental cars fitted with automatic gear change devices. In addition to the firms which adopted the idea 18 months ago, other firms are also nibbling at "no trouble" gears.

It is pleasant to know that makers are at last listening to the right note, that of the unmechanical family man and traveller who finds normal gear changing a bugbear notwithstanding "silent thirds" and the improved ease of changing.

Two events last week give evidence of makers' accelerated consideration of drivers' and passengers' requirements in cars. One was the launching of the new Hillman with a choice of a 16 or 21 h.p. engine, and the other the further development of the Italian Salerni automatic gear, which was discovered by the *Newspaper* more than two years ago.

The New Hillman.

In regard to the new Hillman there is one most interesting point. It is the first time a British firm has planned a model for home and overseas use with the choice of a 16 h.p. or a 21 h.p. power unit. The 21 h.p. is, of course, the export model.

I spent some hours with the models last week, and there is no question that a splendid and well thought-out effort has been made to produce a car which embodies features to meet the age-old criticisms of British cars by buyers abroad.

Simplicity in the chassis and utility and comfort in the body form the key-note of the design. The wheelbase of 9ft. 3in. is comparatively short, but the track is full width, 4ft. 8in., and the power-to-weight ratio of the 21 h.p. steel body saloon gives it a lively performance.

The body is one of the roomiest marketed. The front seat is so wide that three could use it without incommencing the driver, and recesses over the wheel arches give pronounced elbow room for the passengers at the back.

One splendid feature is ventilation and the complete absence of fumes. The springing of the car is good in design and action.

Road Performance.

All complication has been eliminated from the brake mechanism, and while no compensation is incorporated the adjustment is of the simplest one for each brake. Other "convenience" features are chassis lubrication reduced to 14 points where a

grease gun must be used; oil can be drained from the crankcase by opening a tap in the side of the sump, and the water-cooling system can be emptied by two taps, one at the bottom water joint and the other in the base of the pump.

Two secondary features are interesting. The shape of the water jacket of the cylinder head prevents the formation of steam pockets in the cooling when the car is climbing a steep gradient. The running of the engine is almost as good on low grades of fuel as on the best quality.

In road performance the acceleration of the 21 h.p. is above the average, the car will travel from 3 to 70 m.p.h. on top gear and responds splendidly to accelerator movement; the engine is pleasantly quiet; the car's cruising speed is between 48-50 m.p.h.; driving comfort is of high rank; and hill climbing unquestionably good.

Shock Eliminated.

The Salerni transmission has progressed far in two years. It is now a four-speed gearbox of epicyclic type, with the coupling or synchronising device and a torque transmitter, which performs something like our old friend, the fluid flywheel.

All the ratios of the gearbox, including the reverse, are selected automatically and without shock by the movement of a short lever on the steering. The epicyclic Salerni differs from other epicyclics, for each gear is selected not by brake bands and friction clutches but by engagement of "dogs" in a positive way. Jerk, snatch and possible damage are all avoided in selection.

Actually Salerni has applied the simple action of the normal back axle differential to the gearbox. No skill is needed in gear changing and there is no danger of missing a gear by waiting too long or accelerating over-much. Once the driver puts the lever on the steering wheel into position the gear goes home.

Test Success.

The most salient points in the coupling and gear are that acceleration is not affected, all the trouble is taken out of gear changing, the driver cannot make a noise or cause gear damage in changing and the gears are always silent. In changing it is not necessary to declutch as with other automatics. Except for starting from rest a clutch is unnecessary.

There certainly appears to be much to support the claim that so far as simplicity of making is concerned it is in advance of contemporaries. There are fewer parts than in other systems and its weight is less.

A test car fitted with the device was a success, though it had not yet reached a finally developed stage. Changes were made up and down with complete ease without declutching. The three devices are ingenious yet simple and it is difficult to see how they can be other than durable and reliable.

**DON'T OVERLOAD!**

Avoid Overworking Your Engine.

USEFUL HINTS.

[By Israel Klein.]

One of the important things to remember while driving is to avoid overloading, or overworking, the engine.

Here is a mechanism that operates at tremendous speeds in a way opposed to the actual movement of the car itself. It performs the difficult task of converting what engineers call reciprocal motion into rotary motion.

This means that the straight up and down movement of the pistons has to become a rotary or circular motion before it can be of any use in driving the wheels. This is done by means of the crankshaft and it is this piece of apparatus that has to stand most of the strain involved in this process.

With an engine operating at between 3000 and 4000 revolutions a minute, the main bearings, which take the severe thrusts of the pistons against the crankshaft, must stand the greatest strain. Oil is needed to keep them well lubricated and a great deal of care must be exercised by the driver to see that no more strain than is necessary is applied to these points.

When a car is travelling at a high rate of speed for a considerable length of time, intense heat is generated at the main bearings. The oil is thinned down almost to nothing and any shortage of oil will increase the danger of burning the bearings.

The best way to avoid this trouble is not only to see that enough of the best oil is maintained in the crankshaft, but to drive at slightly lower than high speed when on a long run. Find a satisfactory cruising speed and stick to that, rather than push the motor up to its limit, and you won't experience any difficulty.

Another way of overloading the engine is to neglect retarding the spark when the car is going up a long, steep hill and the engine slows down and labours. Many cars to-day have automatic spark control and this attention is unnecessary in such cases. But those cars that are not equipped with automatic spark control must be watched closely for proper timing of the engine.

If the engine runs slow and labours against a load like a long hill climb, and the spark is not retarded to keep the ignition in step with the timing of the engine, a considerable load other than the climb itself is added to the motor. Every time a piston rises in its cylinder on the compression stroke, it encounters the full force of a pre-ignited spark, due to the advanced spark control, and therefore has so much more force to combat on its way to the top of the stroke. This expresses itself in the form of a hard, metallic knock. It should be warning to the driver to retard the spark.

At the low speed of a hill climb, also, the oil pressure is low, with the result that the main bearings may be damaged through lack of sufficient lubrication.

Starting in second gear, especially when the motor is comparatively new, also is hard on the moving parts and shortens the

**SPEED KING'S CAR.**

Sir Malcolm Campbell's New Rolls-Royce.

'CAMPBELL BLUE.'

Captain Sir Malcolm Campbell has lately taken delivery of a Rolls-Royce "Phantom II" continental touring saloon, in which many unique features have been incorporated at the special request of Sir Malcolm himself.

One innovation is the provision of stone-guards underneath the wings to prevent damage to the paintwork from flying stones. These stone-guards are extended under the chassis in order to conceal such details as the silencer.

Narrow strips of chromium plated steel give a new and highly decorative effect to the front apron covering the axle, the springs, the dumb-irons and so forth. The sides of the bonnet are extended below the chassis frame to conform to the lines of the body, this giving an impression of low build and depth. The wire wheels with which the car is fitted are made entirely of stainless steel. Sir Malcolm is himself installing a wireless set.

The body is a metal panelled Weymann saloon with a sliding roof and flared wings. The colour scheme is blue, with black wings, black roof and black horizontal moulding. The blue chosen is of a peculiar shade which Sir Malcolm has specified on all his Rolls-Royce cars, and which has now come to be known as "Campbell blue."

The continental touring saloon, it will be remembered, was introduced last year in response to the demand for a model capable of high speeds over indifferent roads. It is mounted on the short "Phantom II" 40/50 h.p. chassis.

The saloon has four centrally hung doors with louvres over the windows. Though the car is low in appearance the use of special pneumatic upholstery and the moving of the rear seat forward of the upwarp of the frame ensure ample head room. Triple glass is, of course, fitted all round.

Special care has been taken in the distribution of the weight. The car has a low centre of gravity, and the two spare wheels, together with the tool-kit, are carried at the rear; while a large rear container gives ample space for the luggage.

The equipment includes two wipers on the single-pane windscreen and a central head lamp, for use in foggy weather, which is controlled by a switch operated by the driver's foot.

Life of the engine considerably. It is always a good, safe and sane practice to start the car in low, even in the busiest traffic.

There is a knack in starting a car and changing quickly from low to high in traffic, without losing an inch of distance to any other driver. Low gear requires merely a push, merely getting the car out of its state of inertia, before it can be thrust into second.

It isn't necessary either to push the car up to 40 miles an hour in second, before going into high. In fact more harm than good comes of this. All that is needed from second gear is to attain a speed of 15 or 20 miles an hour, when high gear should be used immediately.

The result is no undue strain on the engine, easier driving and as quick a start this way as any other, but less efficient, method.

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Another shipment of the 1931 Model Buick Straight Eight Motor Cars has arrived. We cordially invite you to come in and inspect the Eight with BUICK'S Prestige—you will then understand why more than 2,600,000 people have chosen Buicks again and again.

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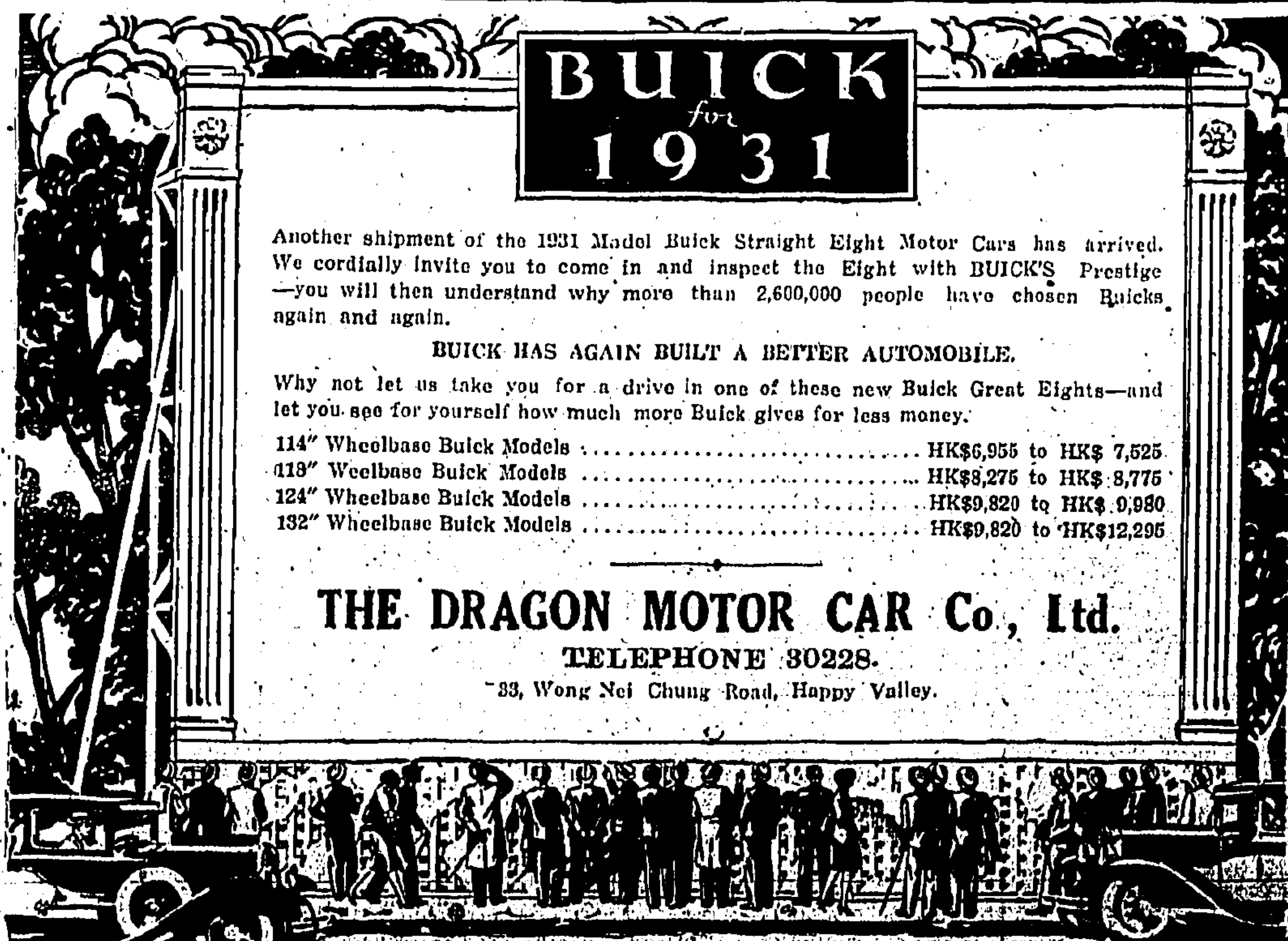
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## DEFICIENT EYES HANDICAP.

Limits Imposed by Defective Vision.

Although it may be useful to have a recognized standard of vision, and although it may be advisable to insist upon all motorists signing a declaration that they are to "read at a distance of 25 yards" when renewing driving licenses, yet neither Mr. Morrison's Regulations nor an Act of Parliament will compel people to use their eyes.

A short-sighted motorist who always drives within the limits imposed by his vision, and who always devotes his whole attention to road and traffic conditions, is infinitely a safer motorist as compared with the keen-sighted driver who often displays the most amazing visual carelessness. Just as low-powered headlamps restrict one's average and maximum speed at night, so defective vision restricts average and maximum speed in daylight. No eyesight test would be necessary, and a great many accidents would be avoided, if all motorists made the best use of their eyes—good, bad or indifferent, as the case may be.

What the Eyes Have to Do While Driving.

Every car driver is convinced that he keeps his eyes fixed upon the road for at least 90 per cent. of the time spent at the wheel; but recollect the innumerable uses to which the eyes are put. Ammeter and oil-pressure gauge must be given an occasional glance; every time one pulls out to overtake, or slows down, or intends to turn right, the rear mirror must be consulted. The eye automatically records the make and type of vehicles met or overtaken, variations in road surfaces, traffic control signals, danger signs, speed restriction notices, the road as it dips into the valley and winds round a distant hill, the sky as cloud formations change, scenery to left, right and ahead, signposts, milestones—the eyes' duties are multitudinous. After investigation, it appears that the eyes are fixed upon the road for less than 50 per cent. of driving time in ordinary circumstances. To increase road safety, the only way is to train the eye, so that it is better fitted to undertake these multitudinous duties.

Fortunately, the human eye is very adaptable; even developments such as myopia and astigmatism do not hinder cultivation of the ability to drive safely and confidently. An untrained eye, no matter how good otherwise, is unreliable at even 30 miles per hour, yet an experienced driver who can just pass the "25-yard" test may be perfectly safe in similar circumstances at 60 miles per hour. As road speed increases and as city streets and country roads become more congested, eyesight in itself becomes less, and wise use of eyesight becomes more important.

Slightly Defective Vision and Experience.

Having made it possible for the eye to concentrate exclusively upon road conditions and yet supply all essential information about mechanical performance, we now come to visual training which, in other words, is merely the common-sense application of experience. The driver with slightly defective vision, for instance, is advised not to indulge in a cigarette or pipe, and certainly not in a cigar, when at the wheel. He must beware of reflections in an upright windscreen, especially from sunlight entering from the rear window. At night brightly lit shops are sometimes reflected in the side windows, creating an entirely erroneous impression when about to turn sharp left or right.

In conversing with passengers the habit of looking round should be guarded against; he should learn to keep eyes straight ahead, replying to questions briefly and quietly, avoiding any discussion or argument which might prevent full concentration upon the road. Before overtaking another car, the driver with poor vision carefully weighs up the position, and if there is any doubt whatever, he awaits a more favourable opportunity. This wise and safe policy often arouses impatience on the part of following drivers who may have perfect eyesight and who may be justified in undertaking the risk; therefore they are given every facility to overtake without delay.

## NO GEAR BOXES.

"Just Press the Magic Button."

## HOME INVENTOR'S NEW DEVICE.

I was permitted to-day to drive the most remarkable motor-car in Britain writes a Liverpool motorist enthusiast recently.

It is a two-seater, to which Mr. T. Watson Paterson, a Liverpool consulting engineer, has fitted the fluid transmitter—described recently in the *News-Chronicle*. He claims for his invention that it may change the whole theory and practice of motoring.

I pressed the self-starter and the engine began to tick over. We seemed to be standing still but, actually, we were moving at the rate of two inches an hour. I groped for the gear lever and tried to press a clutch pedal with my left foot.

"Just accelerate," said Mr. Paterson. I trod on the pedal, expecting the engine to falter and stop. Instead, it smoothly revved and, at the same time, the car swept forward.

"Shifting."

In fifteen yards the speedometer needle had spun round to 20 miles an hour and we were bowling along quietly. The engine was behaving exactly as it would in top gear yet, in a few seconds, the car had passed through all the stages of bottom, second and third.

A slight pressure on the right foot, and, in the length of ten houses, we were doing 30 miles an hour. The transmitters, Mr. Paterson said, is a lever which regulates the flow of oil inside the transmitter.

The transmitters, Mr. Paterson said, can be made and fitted to a car for £25, but if they are incorporated when the car is built they will cost £5, and gear boxes and clutches will be saved.

As there are fewer revolutions, Mr. Paterson claims, the petrol and oil used is greatly reduced. Mr. Paterson claims that his invention will not only "make a car as flexible as a piece of elastic," but will increase the life of the engine, tyres and body, and will make skidding almost impossible, since rapid deceleration will not lock the wheels.

A demonstration of the invention is being arranged.

## NEARLY ALL WASTE.

Engineers estimate that as high as 95 per cent. of the potential power of some gasoline goes to waste.

## FIRE FIGHTING.

A Thornycroft to the Rescue.

## 35 MILES' DASH.

The *Armagh Guardian* recently published a thrilling account of a huge fire which broke out in the town of Clones, in Central Ireland, and spread with such rapidity and intensity as to menace the existence of the entire town.

In their extremity the local authority telephoned for assistance to the Armagh fire brigade, some 35 miles away, who, a few months before, had acquired a Thornycroft motor fire engine.

So quick was their response that in 65 minutes the engine had covered the intervening 35 miles, and arrived on the scene, where a big block of business buildings was in full blaze, which was visible for miles around.

They quickly got to work with four lines of hose and within half an hour the fire was got under control and the safety of the surrounding property assured.

Thornycroft-Simons' fire engines are a joint production of John I. Thornycroft and Co., Ltd., who produce the vehicle chassis, and Messrs. Simonis Ltd., the well-known fire engineers, who produce the fire-fighting equipment, including a 250/300 gallons self-priming turbine pump.

The cost of this whole equipment is well within the means of many rural towns, who have acquired these modern fire-fighting vehicles. They are also available on Thornycroft six-wheeled chassis, which are capable of travelling across country to farm buildings, hayricks, etc., which are away from the roads.

## MOTORS AND MOTORING.

Some Instructive Experiments.

## DAZZLE-PALLIATIVES AND TYRES.

[By John Prieoleau.]

Some weeks ago I described how I managed to concoct a form of dazzle-reducing device in France which enabled me to drive at a moderate but reasonable speed and to avoid disturbing the equanimity of other drivers. It was a very rough-and-ready affair, composed only of a couple of fog-discs of orange-coloured transparent celluloid, but it was successful as a temporary measure and satisfactorily cheap. As a result of this article I received from Messrs. W. A. Lynas and Co., 24, Essex-street, Strand, London, W.C., a set of "Vitrolux" anti-dazzle light-

filters, with a request that I should test and report upon them, and I have found the result of my experiments so interesting that I feel some of my fellow-motorists who suffer, like myself, from having no dimming or dipping device, and who are waiting in some anxiety for the new regulations which may possibly entail considerable expense in bringing old lighting systems into line with them, may be glad to hear of it.

The filters consist of discs of very thin, semi-transparent material, resembling brittle paper, and they are made to adhere to the glass, on either side, of the headlight. Their surface is indented irregularly by lines and corrugations which are only visible when the lights are off. They are applied quite simply by wetting the reverse side which is smooth, and pressing them on to the lenses, care being taken not to leave any air-bubbles. They are waterproof and remain unaffected by rain or washing. They cost is a pair for the 7-in. diameter size.

The effect of these very simple discs is remarkable. It is claimed that, while eliminating dazzle, they do not reduce driving light, and for all practical purposes this is true. I have found that the length of the driving beam is slightly curtailed, but this is amply compensated by the excellent diffusion. The driving light is, in my opinion, actually improved by them, as the whole width of the road for a distance ahead long enough to permit of at least forty miles an hour in the straight, is uniformly illuminated. There are no shadows, and if the number of telegraph-poles you can count ahead is less than with an untreated lens, a distinctly clearer view of the road and what is on it is afforded. It is a restful and confidence-inspiring light.

Dazzle is eliminated to this extent, that the piercing rays are cut out. The lights remain powerful to the oncoming driver, but I find that it is possible to look at them for a brief space without suffering from that painful eye-stabbing sensation, and, more important, that there is no after-effect of temporary blindness. Further, although their light is diffused, from the driver's angle, it is not directed sideways. What passing discomfort may be felt can only be momentary, while the lights

## MIDGET CARS TRIUMPH.

Giants Beaten at Brooklands.

## HOW "SUPER-CHARGERS" WERE DEFEATED.

[By H. Thornton Rutter.]

The Earl of March and Mr. C. S. Staniland, the airman, won the annual "double twelve" motor race which concluded at Brooklands recently by driving a Midget car of 760 c.c. engine capacity at an average speed of 65.6 miles an hour for twenty-four hours.

The race is promoted by the Junior Car Club, and the first five places were all secured by M.G. Midgets, after a great struggle with the Austin Sevens. The Earl of March and Mr. Staniland won by steady driving and by keeping to a prearranged schedule.

The race as a spectacle was almost entirely devoid of thrills, but some 4,000 to 5,000 people enjoyed the racing and the sunshine, and the grassy lawns of Brooklands were given over to picnic.

The M.G. Midgets, which, as stated, swept the board by taking the first five places in the race, demonstrated that the super-charger could be defeated, as none of them had "blowers" fitted. The victory also proved that 30 per cent. increase of performance for cars fitted with superchargers was too great a handicap.

In every class victory lay with cars fitted with non-supercharged engines.

79.29 M.P.H.

Messrs. T. E. Rose-Richards and John R. Cobb won the 3 litre Class D on an unsupercharged Talbot, averaging 79.29 miles an hour. Yet they finished only eleventh in the double twelve hours race, although they ran the greatest distance—1,902.9 miles—in the 24 hours.

Out of the original 48 starters on the Friday morning only 24 finished on the Saturday night, having completed or exceeded their minimum hundred-mile distance. Five other cars were still running at the close of the race, but were debarré for obtaining awards of standard medals from lack of mileage.

The technical lessons from the race are interesting. The M.G. Midgets learnt that they must use upper cylinder lubrication to prevent breaking down, and that lapping at a higher speed than 68 miles an hour brought disaster.

are headed straight into the other man's eyes. As soon as they are only slightly out of the straight, so to speak, they cease to be an annoyance. There is no side-glare.

Another palliative I have received is the "Aquilon" sent to me by Aquilon (Signs), Ltd., 99, London-road, Staines. This consists of a spectacle frame which carries two round shields, about 1 inch in diameter, set vertically on the right side of each eye-piece. These shields or wings are so arranged that while the driver looks to the left or straight ahead he sees the whole width of the road without being inconvenienced, but as soon as he turns his head slightly to the left the shields are brought between his eyes and the rays of the approaching headlights. So far as my experience of it goes, it has proved effective enough, though its utility, naturally, is rather diminished on narrow winding roads. Its price is 5s. For countries where the rule of the road is different, the shields are set on the left side.

The set of India tyres I have been asked to test have now covered close upon 7,000 miles, 3,000 of which were run in France and Spain. Their condition is unusually good. The tread of the front pair, which take the first drags of the braking, has worn a little, but the rear pair show very little sign of wear considering the work they have done. There are no cuts in either tread or wall, and I have not yet suffered a puncture, although I found two heavy nails, nearly an inch in length, deeply embedded in the tread. I should add that the roads over which they have run have been for the most part excellent.

As yet they show no tendency to allow skidding. The pressures at which I maintain them is, for full touring loads, 35 lb. in front and 40 lb. in rear. They have kept the resiliency on which I remarked in my first report on them (published November, 9 last year), and, except on particularly smooth roads, make no noticeable noise. It is still early to pronounce fair judgment on them, but it is only just to say that their record for 7,000 miles on a car capable of sustained high speeds and particularly swift acceleration—the tyre's worst enemy after brakes—is excellent. The inner-tubes keep pressure unusually well, the loss usually amounting to 5 lb. or so in a month.

Out of the 24 M.G. starters seven finished.

On the other hand, the Talbots averaged 100 per cent. reliability for the four cars entered, but had to average 83 miles an hour to equal the handicap start of the winners. This was too much for them on standard fuel—even with about a nine to one compression ratio for the engine.

Nearly all the cars, including the winner, had this compression ratio, which is nearly double that of the ordinary standard touring car.

While the best of the super-charged "Baby" Austins averaged 68.24 miles an hour for the race, it could finish only ninth, with the non-supercharged "Babies" driven by Miss V. Worsley and Mr. Randall (equal seventh), averaging 69.94 miles an hour.

Austin reliability was also a feature of the race, as nine out of the ten Austin starters finished with their claim well established for medals.

## Good Pit Work.

The spectators were greatly interested in the pit work. Cheers greeted the change of radiator by a Talbot in five minutes, and a rear petrol tank in a quarter of an hour.

One of the Austin mechanics was struck on the head with a stone, but the injury was slight. A Frazer Nash caught on fire at the pit, but the fire was put out in a few seconds. The Invicta spent from eight in the morning until nearly one o'clock replacing five pistons to its engine—a wonderful job in the open air. One car punctured a tyre on the bend, and skidded right round—the only skid of the day.

The leaders remained practically unchanged for the whole day. Lord March and Mr. Staniland were so far ahead that they were able to reduce their scheduled speed from 67 to 65 miles an hour, so that their car was always running with plenty in hand.

## MINIATURE TAXIS.

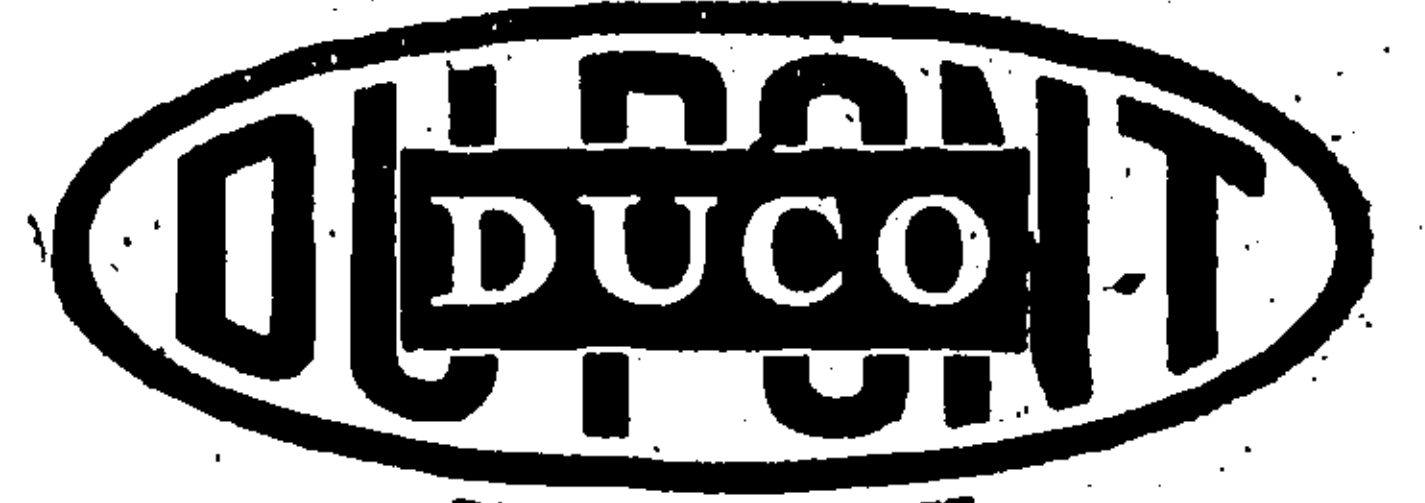
Diminutive taxicabs, accommodating two passengers, to be run at a fare of 12 cents a mile, are planned in England.

## DODWELL &amp; CO., LTD.,

announce that they have been recently appointed by

Messrs. E. I. du Pont Nemours & Co., Ltd. as sole distributors for Hongkong & South China

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REG. U.S. PAT. OFF.

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A.P.B.

## A.A. ROUTES.

For Motorists in Great Britain.

## SKETCH MAPS.

The Automobile Association of Great Britain has launched a scheme which revolutionises motor routes, and will be greatly appreciated by visitors to the British Isles from Overseas.

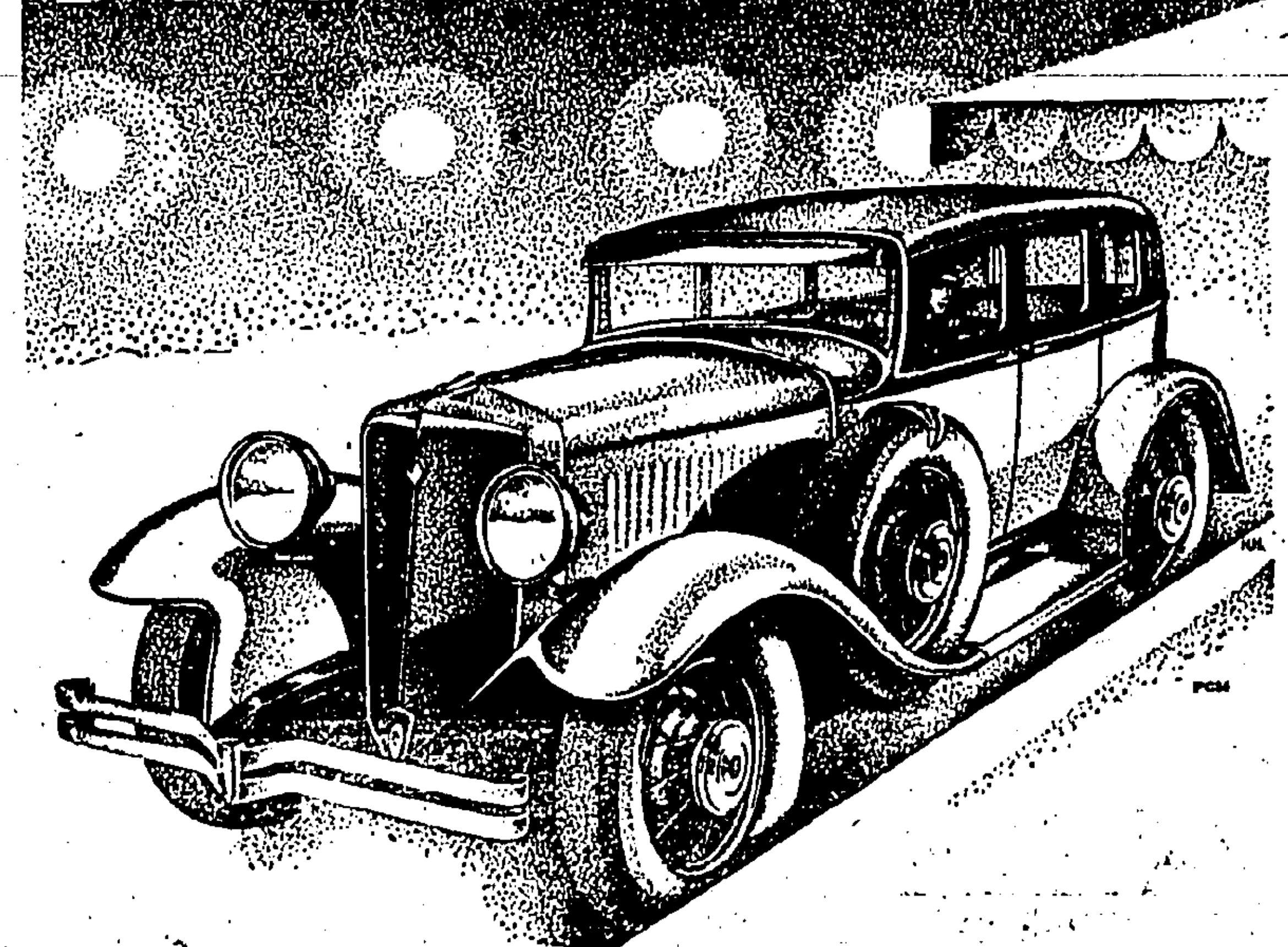
The comprehensive information previously given in A.A. itineraries is now augmented by detailed sketch maps, indicating not only the road to be followed, but also the adjacent country.

An interesting feature of these maps is that they can be read in the direction of travel—from the bottom to the top of each page, and that they include County names, boundaries and road numbers.

The preparation of this new and improved A.A. Touring Service, has involved considerable work over a period of nearly two years by a special Touring staff; thousands of drawings were necessary. All the itineraries are based upon a practical survey of the roads carried out with "roadsters" equipped with special instruments.

The output of A.A. routes last year exceeded 260,000,000 miles. The A.A. has a membership of over 430,000.

## STUDEBAKER



## Studebaker Six free wheels to victory in 200-mile economy test!

FREE Wheeling enabled this 70 horsepower Studebaker Six of 114-inch wheelbase to establish a higher economy record than nine smaller cars in a recent American economy test. Under official supervision, amateur women drivers drove the competing cars over a 200-mile course from sea level to 6000 feet elevation. The Free Wheeling Studebaker used less fuel than any other sedan—even less than smaller, lighter four-cylinder cars. We invite you to take a trial run in this low-priced, money-saving car. Learn that economy is only one advantage of Studebaker. Free Wheeling under positive gear control. Experience its new driving ease, unequalled quietness and greater safety. Get the facts on Free Wheeling here today.

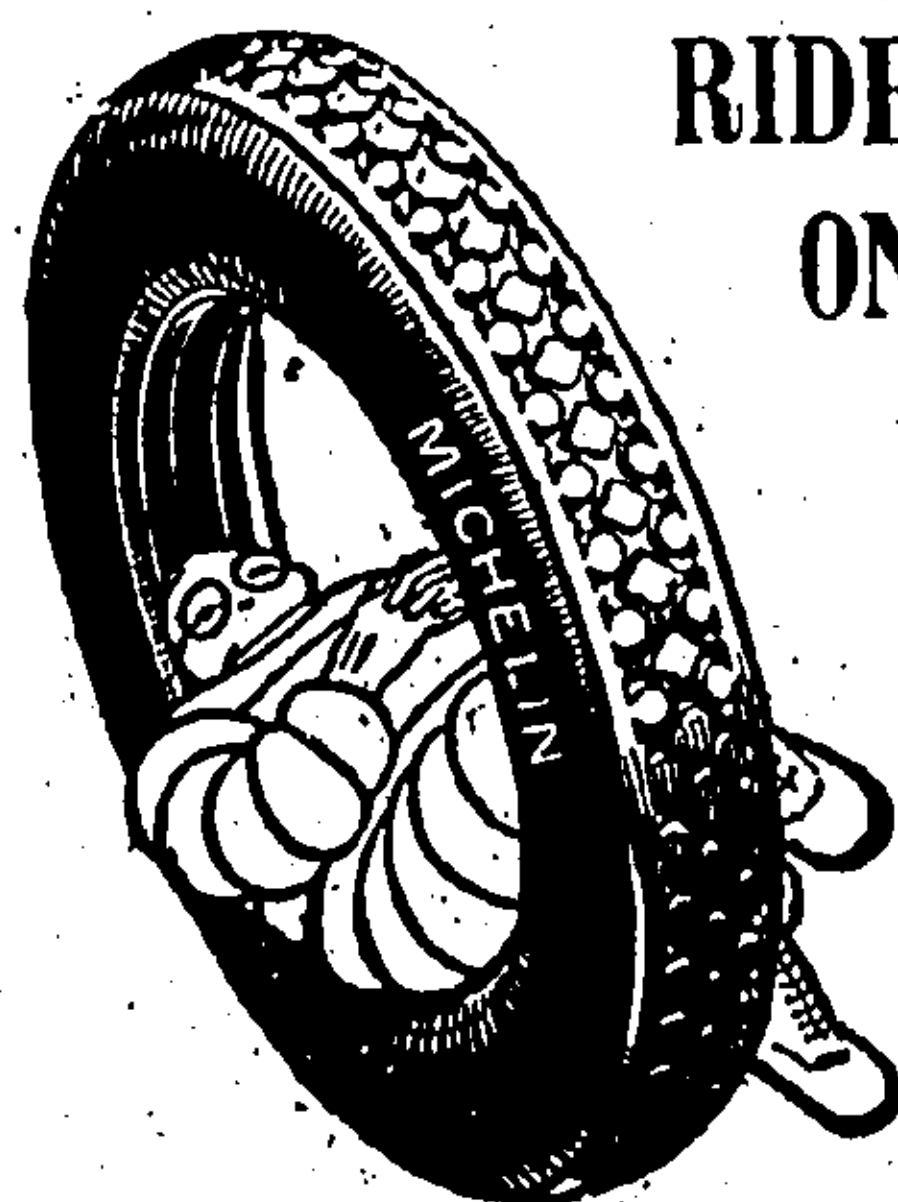
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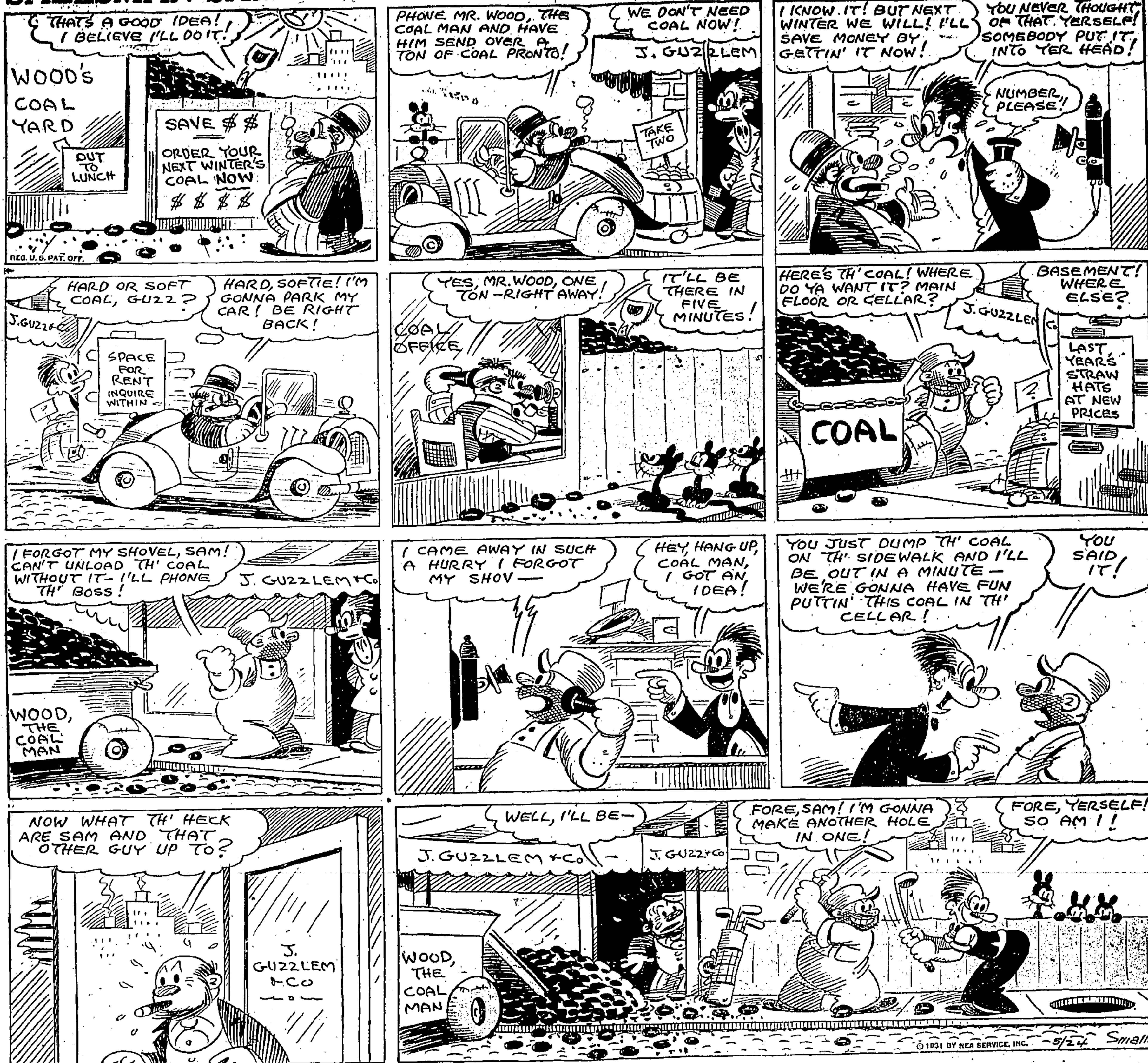
Tel. 24821.





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**THE "INVINCIBLE" TENNIS SHIRT**  
Wears well. Made from English Twill. Long or short sleeves.  
**\$4.95**



**WHITEAWAYS. THE STORE for VALUE. HONG KONG.**



## CRICKET FLOODED OUT.

(Continued from Page 1.)

## THE LORD'S MATCH.

Ames hits First Hundred of Season.

Ames, the Kent wicketkeeper, hit his first century of the present season at Lord's against the M.C.C. in a match which produced a keen struggle.

Kent made 104 on batting first, Smith taking five wickets for 28 runs, the M.C.C. replying with 358, a total to which Sims contributed 124.

Nearly 200 in arrears, Kent put up a great second innings display, Ames scoring 172, enabling Chapman to declare with 348 on the board for the loss of 7 wickets.

The M.C.C. had hit up 84 for 0, when stumps were drawn.

## TWO SUSSEX CENTURIANS.

Notts Outplayed at Horsesham.

Sussex gave a brilliant all-round display against Notts, winning by 308 runs. Unfortunately for them, the result does not count in the championship.

Sussex made 309 (John Parks 109) in their first innings. Notts replied with 185.

In their second knock, K. S. Duleep Singh hit superbly for 109 runs, and declared the innings closed at 310 for 4.

Notts were all sent back for 126.

## MIDDLESEX UNLUCKY.

Within Eighteen Runs of Victory.

Middlesex went all out to secure a victory at Northampton but time was against them.

Northamptonshire were dismissed for the paltry score of 81 in their first innings. L.A.R. Peaches, 6 for 11, being practically unplayable. Middlesex declared at 245 for 9 wickets.

Northants, however, put up a keen resistance when they went in again and the last wicket did not fall until the hour showed 289 and Middlesex had only a short time in which to get 128 runs to win. They scored at a fast pace, seven wickets being thrown away, and 110 runs being scored when the clock intervened.

## LEICESTER'S WIN.

Root Takes Thirteen Wickets.

Root took thirteen Leicester wickets cheaply, but a brilliant bowling performance by Geary in Worcester's second innings enabled Leicester to snatch a sensational victory by 47 runs.

Leicester made 134 (Root, 7 for 42) in their first innings. Worcester replied with 236.

Root took 6 for 55 in Leicester's second knock which closed at 217. Worcester went in a second time requiring 116 runs to win. They were skittled out for 68; Geary bowled amazingly well and returned an analysis of 8 wickets for 20 runs.

## FOUR WASH-OUTS.

Each Team Receives Four Points.

Four county matches had to be abandoned, the eight teams concerned getting four points each.

In the Warwick-Surrey engagement there was no play at all.

Yorkshire completed an innings against Hampshire, scoring 135, Kennedy taking 7 wickets for 45 runs. Hunts did not bat.

Essex were dismissed for 130 (Shuster, 8 for 51) at Derby. Derby did not bat.

Lancashire made 331 for 8 and declared. Glamorgan scored 92 for 4.

## NEW ZEALAND DRAW.

Minor Counties in Difficulties.

The Minor Counties drew with the New Zealanders thanks to the weather. They were perilously near an innings defeat, however. The Counties batted first and made 191.

The tourists trounced the opposition attack, hitting up 361 for 8 declared. M. L. Mills contributing 150 before his wicket was taken.

In the closing stages, The Minor Counties scored 115 for 3, being still in arrears.—*Reuter*.

The health bulletin for Eastern Ports for week ending June 13, gives the following figures: Plague, Alexandria two cases; Port Said 1 case; Baghdad 6 cases; 4 deaths; Rangoon 1 case and 1 death; Typhus, Alexandria 1 case; Influenza, Manila 76 cases, 8 deaths; Cholera, Calcutta 74 cases 47 deaths; Chittagong 2 and 5; Madras 6 and 4; Rangoon 2 and 1; Saigon 10 and 14; Smell-pox, Sumatra 1 case; Baghdad 1 case; Bombay 2 cases; 1 death; Calcutta 19 and 18; Rangoon 1 and 1; Pondicherry 2 and 2; Shanghai 5 cases, Meningitis, Bangkok 1 death; and 1 death; Shanghai 9 deaths; Greater Shanghai 3 cases.

While crossing a gangway from the a.s. Hatching on to the Douglas Wharf yesterday, a coolie slipped and fell into the water. He was injured on the head and shoulders by contact with the wharf and was taken to the Government Civil Hospital.

## TO SOLVE RUBBER PROBLEM.

## MALAYAN COMMITTEE IN FAVOUR OF CONTROL.

Kuala Lumpur, June 19.

The General Purposes Committee of the Federated Malay States, which comprises an unofficial body of European and Asiatic representatives, has submitted a memorandum to the Government, declaring that it considers that the control of the rubber production is desirable, providing all the principal producing companies participate.

The memorandum further says that any international control scheme should provide against the accumulation of heavy stocks in producing countries, and suggests that an international agreement should be reached so that for a period of 10 years, no further areas should be alienated for rubber cultivation.

Control should be aimed at keeping unwanted rubber off the market, continues the memorandum, and not at forcing up prices beyond their economic figure. If other principal producing countries are not prepared to participate, Malaysia should not consider any form of control. It is said that no appreciable falling off in the Malayan production owing to economic pressure can be looked for unless the pressure falls to a lower level than hitherto, as employees of all nationalities will certainly accept lower wages in preference to being repatriated.

The committee has requested the Government to forward the memorandum to the Secretary of State.

## USED OTHER MAN'S MOTOR-CAR.

## SOLDIER FINED AND CAUTIONED.

Private Arthur Price was charged before Mr. Hamilton, at the Kowloon Magistracy this morning, with having, in Prince Edward Road yesterday, driven private car No. 1282 without the permission of the owner, Mr. F. C. Young, and, secondly, with having driven without a licence.

The defendant pleaded guilty to both charges, and said he got the car from outside the Majestic Theatre.

Sergeant Clarke said that about 9 p.m. on June 18 an Indian driver saw the defendant in car No. 1549 outside the Star Ferry, and knowing to whom the car belonged, he apprised the defendant of the fact. The defendant got out, and the Indian went away. About the same time Mr. Young informed the police of the loss of his car. The defendant was seen by Sergeant Whittaker driving a Road at about 6 a.m. the following morning. The Sergeant followed and arrested the defendant. Apparently the defendant had driven about 54 miles in the car.

Mr. Hamilton: I understand that you have a good record, and I therefore fine you \$25 on the first count, and caution you on the second, but the next time there is any fooling with cars, you will go to prison.

## CRIMINAL LAW PROCEDURE.

## LOCAL ORDINANCE BEING AMENDED.

The *Gazette* contains the draft of an Ordinance to amend the Criminal Procedure Ordinance, 1899.

It is explained that Section 99 of the principal Ordinance purports to be based on section 31 of the Criminal Law Act, 1826; but, unlike that section, requires that the list of defaulters on recognizance be made out before the close of the last day of sitting of the court at each session.

This Ordinance will remove that limitation which has been found inconvenient. Provision is also made for the preparation of more than one list as an interim list may be desirable in certain cases.

## EXCHANGE RATES.

Previous Day.	Yesterday.
Paris.....124.25 1/2	124.20 1/2
Geneva.....26.04 1/2	25.05 1/2
Berlin.....20.40	20.50 1/2
Oslo.....18.10 1/2	18.16 1/2
Helsingfors.....103 1/2	103 1/2
Athens.....375	375
Buenos Aires.....34.3/16	34.5/16
Shanghai.....1/2	1/2
New York.....4.66 15/32	4.66 15/32
Amsterdam.....12.08 1/2	12.08 1/2
Stockholm.....18.14 1/2	18.14 1/2
Vienna.....34.81 1/2	34.81 1/2
Madrid.....48.95	48.95
Bucharest.....817	817
Montevideo.....28 1/2	28 1/2
Hongkong.....11 1/2	11 1/2
Brussels.....34.05 1/2	34.05 1/2
Milan.....92.92 1/2	92.92 1/2
Copenhagen.....18.10 1/2	18.10 1/2
Lisbon.....104 1/2	104 1/2
Rio.....3.13/16	3.13/16
Bombay.....1/5 1/2	1/5 1/2
Yokohama.....2/0 1/2	2/0 1/2
Silver (spot).....12 1/2	12 1/2
— (forward).....12 1/2	12 1/2

—*British Wireless*.

## THE POSEIDON FUND.

## NOW REACHES NEARLY \$27,000.

Up till noon yesterday the following new subscriptions had been received for the Navy League Poseidon Fund:	
Messrs. Dodwell & Co., Ltd.	\$500.00
Messrs. H.K. Fire Insurance Co., Ltd.	250.00
Messrs. Canton Insurance Office Ltd.	250.00
Messrs. Union Waterboat Co., Ltd.	250.00
Staff—Jardine Matheson & Co., Ltd.	345.00
Manager and Staff H.K. Telephone Co., Ltd.	185.00
Individual Members of the Staff—Chartered Bank & Staff—Johnson Stokes & Co., Ltd.	170.00
Master	135.00
Staff—Lane, Crawford, Ltd.	120.00
Messrs. Waller & Co.	100.00
Messrs. Hongkong Amusement Co., Ltd.	100.00
Mr. J. P. Warren	100.00
Messrs. Vacuum Oil Co. Ltd	100.00
Staff—Equitable Eastern Banking Corp.	100.00
Staff—Jardine Engineering Corp.	100.00
Mr. Wo Fat Sing	100.00
Messrs. Keller Kern & Co., Ltd.	100.00
Manager and Staff P. & O. Banking Corp.	100.00
A.B. The Swedish Trading Co. Ltd.	100.00
Mr. J. C. China	100.00
Busy Bees Working Party	50.00
J. and C.	50.00
Mr. H. C. Gray	50.00
Mr. J. Stuart	50.00
Staff—Lower, Bingham & Matthews	48.00
Residents—Helen May Institute	32.00
Foreign Staff—Credit Foncier	25.00
Mr. D. Burlingham	25.00
Mr. Raoul Bigazzi	25.00
"Stunsall"	20.00
Mr. J. W. Franks	20.00
G.S.I.I.	20.00
Capt. H. H. W. Officer	20.00
Staff—Anderson Meyer & Co., Ltd.	18.50
C.L.F.	10.00
Capt. W. T. Erwin	10.00
Mr. E. Walker	10.00
Mr. R. Patey	10.00
Mr. R. Perry	10.00
Mr. G. S. Scott	10.00
Mr. J. G. Edmonson	10.00
Mr. A. de Mello	10.00
Mr. Chun Wing Kee	10.00
T.W.R.	10.00
Rev. A. Swann	10.00
Mr. Wm. W. Spoon	10.00
Mr. M. I. Whitley	5.00
Firdos Khan	5.00
Mr. W. C. Bird	5.00
Mr. E. G. des Remedios	5.00
Mr. E. C. Dixon	5.00
Mr. Hung Kan	5.00
Amoy	5.00
A.P.B.	2.00

Previously acknowledged \$ 2,920.50

\$ 22,921.70

\$ 25,843.20

## SHARE PRICES.

## TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

<b>Banks.</b>	
Hongkong Bank, \$2015 sa.	
Chartered Bank \$12 1/2 n.	
Mercantile A. and B., \$20 n.	
East Asia \$125 n.	
<b>Insurance.</b>	
Canton Ins., \$1160 n.	
Union Ins., 605 b.	
China Underwriters, \$5.60 b.	
China Fire, \$675 b.	
H. K. Fire Ins., \$1365 n.	
<b>Shipping.</b>	
Douglas, \$24 1/2 n.	
H. K. Steamboats, \$25 n.	
Indo-China, (Def.) \$30 b.	
Union Waterboats, \$28 1/2 b.	
<b>Mining.</b>	
Benguet, \$9 1/2 b.	
Kailans, 28/9 n.	
Shai Explorations, Tls. 2 n.	
Raub, \$38 1/2 s.	
<b>Docks, etc.</b>	
Kowloon Wharves, \$167 b.	
Whampoa Docks, \$32 n.	
South China Motors \$10 n.	
China Providents \$5.85 s.	
Hongkong, Tls. 285 n.	
New Engineers, Tls. 6 n.	
Shanghai Docks, Tls. 111 b.	
<b>Cottons.</b>	
Ewo Cotton, Tls. \$14 b.	
Shai Cotton Tls. 98 1/2 b.	
Zoong Sings Tls. 10 1/2 n.	
<b>Lands, Hotels, etc.</b>	
H.K. and S. Hotels, \$17.80 b.	
H.K. Land, \$92 1/2 b.	
Shai Land Tls. 40 s.	
Humphreys \$21.60 b.	
Realities, \$14.30 b.	
<b>Public Utilities.</b>	
Tramways, \$22.20 s.	
Peak Trams, (old) \$14 n.	
Star Ferries, \$96 b.	
China Lights, \$26.60 b.	
H.K. Electric, \$32 b.	
Manco Electric, \$23 b.	
Telephones, \$51 1/2 b.	
China Buses, Tls. 18.00 n.	
Singapore Traction, 3/4 n.	
<b>Industrials.</b>	
China Sugars, 70 cts. n.	
Malabons \$39 n.	
Canton Ice, \$5.40 b.	
Gement (comb.) \$20.90 b.	
Ropes, \$22.50 s.	
<b>Stores, etc.</b>	
Dairy Farms, \$31 1/2 sa.	
Watson, \$16.50 b.	
Der A. Wings, \$1 n.	
Lane Crawford, \$3 s.	
Mackintosh, \$18 n.	
Sinceres, \$14 1/2 n.	
Powells, \$4.20 n.	
<b>Miscellaneous.</b>	
Construction \$9.00 b.	
B'que In. G. Bonds, 78 1/2 b.	
Amusements, \$25 1/2 n.	

## DIFFICULTIES OF INDIA PROBLEM.

## NECESSITY FOR PROPER SAFEGUARDS.

London, June 19.

Dealing with the Indian problem in a speech at Malvern last night, Mr. Stanley Baldwin said the conference which is to re-assemble in September would carry on the discussions more or less at the point where they were left in January.

They were getting to the most difficult part of the work, and the recent events and communal troubles in India had not made it easier.

Regarding the question of safeguards, Mr. Baldwin emphasised that there must be financial safeguards, that the stability of the credit of India might be maintained. There must be safeguards for British trade; also safeguards for maintenance of law and order, and safeguards for the minorities. The last was in many cases the most difficult matter, especially in the light of the communal troubles of the last few months.

If, as time went on, it became impossible to reach a sufficient amount of agreement at this conference, or at any subsequent conference, then of course it would be the duty of the Government to advise Parliament, and to frame such legislation as they thought fit. But the whole question was so difficult in its nature, and so fraught with dangerous consequences in its failure, that it required the very best that they could give in the brains of this country, and a calm and just attitude among our own people.

—*British Wireless*.

## MEAT FOR THE SPELLING MEET.

(Continued from Page 6.)

to e-l-j-m-b. A placard, on the other hand, is a sign.

An insect is a knut and the animal is gnu; but the thing you've learned to say, you know. There's knit, knot, knave and knee; but it's gnash, gnome and gnaw, not to mention pneumatic.

A word you say is on the tip of your tongue, of a song, it's sung; to elide is among. To name is to cite; a piece of property is called a site; and the view from your neighbour's window is a sight. Similarly, to elide is right, but with an "m" it might be mite.

The shun family may be "tion," as in attention, or "sion," as in pension.

There's alter and altar, bigger and vigor. There's loafer and sopher; fate and phneton.

If you are not on time, you are late; if you are early you do not wait, but wait. These are some of the reasons why spelling contests are great, for those who can keep their letters straight.

A. M. B.

## SUGAR MARKET.

## THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Penbreath and Co.

London Terminal.  
March 1932 6/3 1/2 down 1/4 d.  
May 1932 6/10 1/2 down 1/4 d.  
August 1931 6/3 1/2 down 1/4 d.  
December 1931 6/6 1/2 down 1/4 d.

New York Terminals.  
March 1932 1.44 down 2 pts.  
May 1932 1.20 down 3 pts.  
July 1931 1.20 down 2 pts.  
September 1931 1.27 down 3 pts.  
December 1931 1.35 down 3 pts.

The dispute in the local Chinese General Chamber of Commerce over the recent election procedure, has taken a new turn. Six members of the General Committee wrote to the Chamber yesterday requesting that the Chamber should summon an extraordinary meeting to solve the question as to whether a chop can be used on ballot papers instead of a signature.

and Kirkpatrick).

Song-Behold I Stand at the Door (Fall).

William MacEwan (Tenor). 5000.

Organ Solo-Evening Song (Martin).

Organ Solo-The Storm (Pattman).

G. T. Pattman. 0200.

Band-The Messiah-Hallelujah Chorus (Handel arr. Greenwood).

Band-Eliza-Thanks Be To God (Mendelssohn).

St. Hilda Professional Band. MR108.

9.15-9.30 p.m. From The Studio.

A Short Talk on Edward Hagarup Greg.

9.30-10.00 p.m. From The Studio.

Miss Luber Pecker will give a Pianoforte Recital of some of Greg's Piano Compositions.

Programme.

1. Ballade (In the Form of Variations on a Norwegian Melody).

2. Carnival.

3. Erotikon.

4. March of the Dwarfs.

10.00 p.m. Close Down.

## RADIO BROADCAST

## DANCE RECORDS TO-NIGHT: RECITAL TO-MORROW.

To-day's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:

4.00-7.00 p.m. Chinese Programme.

7.00-11.30 p.m. European Programme of H. M. V. and Victor Records kindly supplied by Messrs. Moutrie and Co.

7.00-7.27 p.m. Operatic.

Orchestral-Aida-Fantasia (Verdi arr. Tavan).

Marok Weber and His Orchestra. C2007.

Song-Rigoleto-Dearest Name (Verdi).

Song-Rigoleto-Each Tear That Falls (Verdi).

Song-Barber of Seville-A Little Voice I Hear (Rossini).

Song-Elisir of Love-A Furtive Tear (Donizetti).

8.00 p.m. (Local Time and Weather Report).

7.27-8.30 p.m.

The Entire Musical Numbers of the Opera "H.M.S. Pinafore" (Gilbert and Sullivan).

Recorded under the Direction of R. D'Oyly Carte. D184-D1852.

8.42-9.20 p.m. Concert Items.

Violin Solo-Zapateado (The Cobbler) (Sarasate).

Violin Solo-Hebrew Melody (Achro).

Jascha Heifetz. 6695.

Song-Carcelera (Prison Song) (Chapin).

Song-Serenata (Casareo-Tosti).

Madam Amelita Galli-Curci (Soprano). 1107.

Piano Solo-Capriccio (Brahms).

Piano Solo-Album Leaf (Grieg).

Harold Bauer. 1413.

Vocal Duet-By the Light of the Moon.

Vocal Duet-The Rumba Dancera.

Tito Schipa and Emilio de Gogorza. 3049.

Cultural Solo-Sonatina in A Major (Torroba).

Guitar Solo-Courante (Bach).

Andres Segovia. 1298.

9.20-9.30 p.m. Orchestral.

"The Rose" (arr. Myddleton).

The London Palladium Orch. C2061.

Tales from The Vienna Woods (Strauss).

Philadelphia Symphony Orch. 6684.

9.30-11.30 p.m. Dance Music.

Fox Trot-The River and Me.

Fox Trot-Keep a Song in Your Soul.

Fox Trot-When a Black Man's Blues.

Fox Trot-Mood Indigo.

Fox Trot-Shine On, Harvest Moon.

Waltz-Memories.

Fox Trot-Say "Hello" to The Folks Back Home.

Fox Trot-Heartaches.

Fox Trot-The Little Things in Life.

Fox Trot-Then There Eyes.

Fox Trot-The Wedding of the Birds.

Fox Trot-Baby's Birthday Party.

Tango-La Seduction.

Fox Trot-Bolero.

Fox Trot-She Loves Me Just the Same.

Fox Trot-Washington and Lee.

Fox Trot-I'm a Ding Dong Daddy.

Fox Trot-The One Man Band.

Fox Trot-Who's Calling You Sweetheart To-night?

Waltz-Ukulele Moon.

Fox Trot-I Got Rhythm.

Fox Trot-Embraceable You.

Fox Trot-Just Me Some More.

Fox Trot-It Must Be True.

Fox Trot-Maybe It's Love.

Fox Trot-A Peach of a Pair.

Waltz-Song of the Big Trail.

Fox Trot-Sing Song Girl.

Fox Trot-It's a Great Life.

Fox Trot-My Ideal.

Fox Trot-Livin' In The Sunlight.

Fox Trot-You Brought a New Kind of Love To Me.

Waltz-The Lovers.

Waltz-Neapolitan Nights.

10.30 p.m. (Approx.) Rugby Mid-day Press News.

11.30 p.m. Close Down.

**SUNDAY'S PROGRAMME.**

To-morrow's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:

10.00-11.00 a.m. St. Joseph's Church Service Relay-Sermon-"Knowledge and Love" by the Rev. Fr. P. Joy, S.J.

11.00-2.00 p.m. Chinese Programme.

2.00 p.m. Local Time and Weather Report.

8.00 p.m. Close Down.

8.00 p.m. Local Time and Weather Report.

8.00-11.30 p.m. European Programme of Columbia and Regal Records kindly supplied by Messrs. Anderson Music Co.

8.03-8.20 p.m. Orchestral.

Bolero (Ravel).

William Mobergberg and His Concertgebouw Orchestra. LX48-LX49.

8.20-9.15 p.m. Sacred Music.

Choral-In Dulce Jubile (Ancient Carol).

When Christ Was Born of Mary Free (Old Carol) (Brown).

The Choir of St. George's Chapel, Windsor. 4578.

Song-The Knight of Bethlehem (Maughan and Thomson).

Dame Clara Butt (Contralto). X337.

Organ Solo-At The Temple Gates (Sellars).

Gatty Sellars. DB302.

Choral-The Volte That Breathed Over Eden (Keeble and Gountlett).

Choral-The Day Thou Gavest Lord Is Ended (Ellerton and Scholefield).

The Temple Singers. MR209.

Carlton Solo-Come, All Ye Faithful (Adesso Fideles).

Carlton Solo-Abide With Me (Monk).

Carlton Letters of Malines. 4580.

Song-Land No To Calvary (Hussey).

(Continued on preceding Column.)

## New Styles in Gentlemen's SHOES

We have received four new lines in Fancy Shoes—Brown and White Buckskin, Brown Suede, Brown Leather with neat fancy panelling, Brown Patent Leather.

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Love Among the Millionaires  
A Paramount Picture

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In "True To The Navy" she was true to a sailor; in "Love Among The Millionaires" she's true to—wait till you see and hear Clara Bow's latest.

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One Sale Everywhere.  
One Price Everywhere. \$1.50 for ten.

## A CASE DISMISSED.

### CHARGES AGAINST SHOP EMPLOYEE FAIL.

Accepting the story of the defence, Mr. Williams, at the Central Police Court yesterday afternoon, discharged a Chinese, who appeared before him on charges of stealing stationery requisites and also of embezzlement of \$72.59.

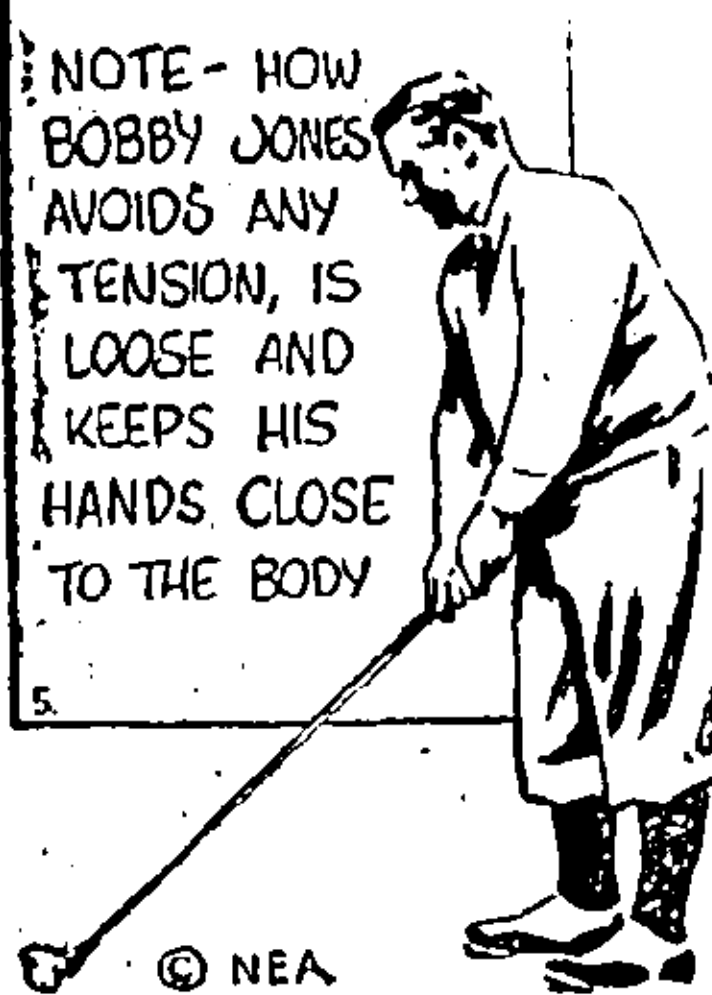
Mr. H. L. Denny was for the complainant, a stationer of 129, Bonham Strand, while Mr. M. A. da Silva appeared for the defendant.

The evidence for the prosecution showed that the defendant had taken the articles mentioned in the first charge from the complainant's shop where the defendant was engaged as chief seller and used them to start a business of his own, while it was further alleged that he had collected two sums of money which he had not accounted for.

The defence admitted the facts, but claimed that the goods in the first charge had been borrowed, with the consent of the chief partner (the complainant), and with regard to the money it was admitted that those sums had been collected but there had been no intention of misappropriation.

His Worship accepted the evidence given by the defendant and discharged him.

## GOLF as the STARS play it



NOTE—HOW BOBBY JONES AVOIDS ANY TENSION, IS LOOSE AND KEEPS HIS HANDS CLOSE TO THE BODY

Should one reach for the ball at address?

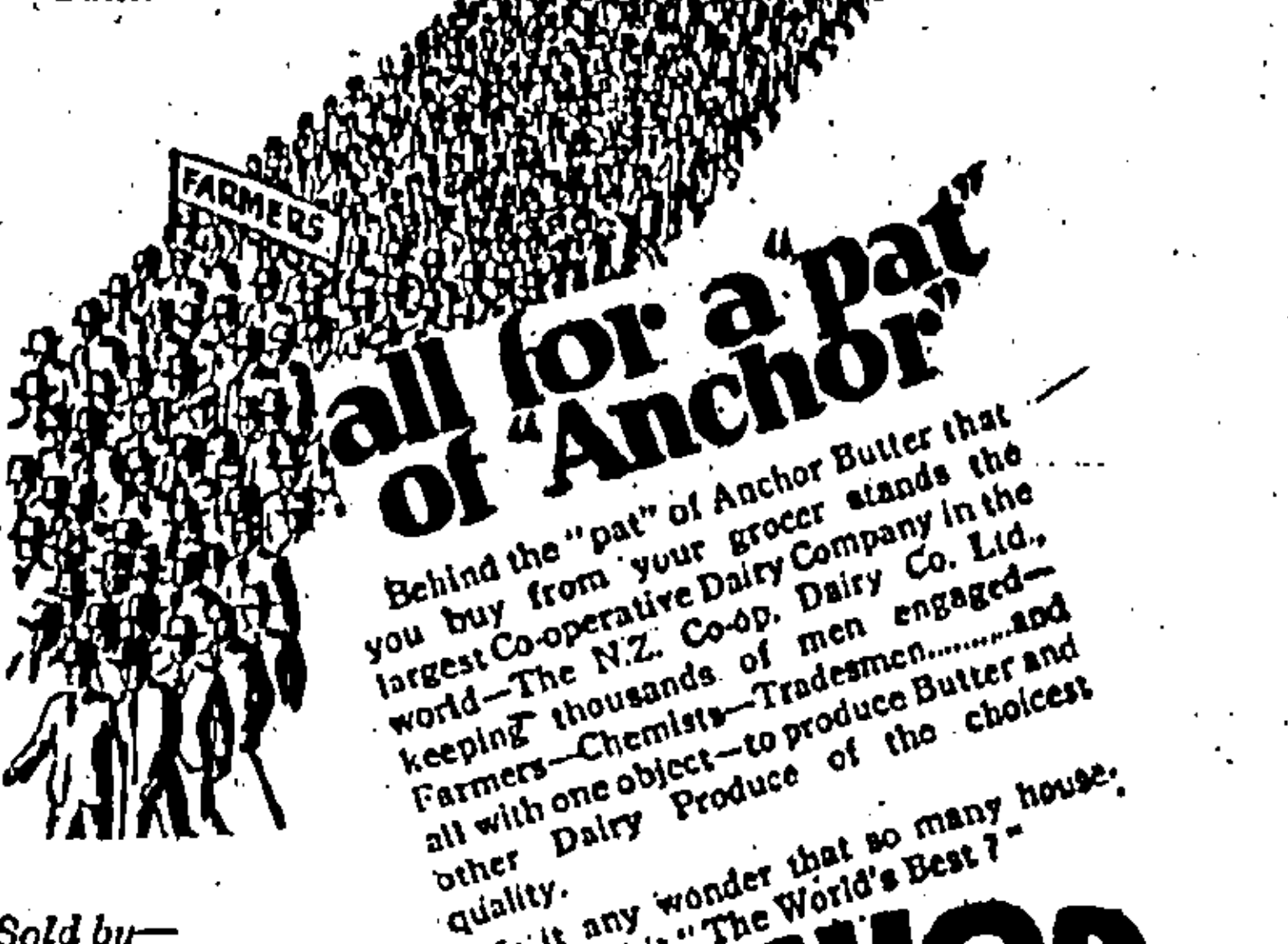
Reaching for the ball causes a tension in the spinal column which must be avoided in the golf swing. One is more apt to slice with this stance due to the flat swing.

No doubt you have often noticed how much straighter you can shoot with the shorter sticks, due to a round and compact swing. To achieve a nice round swing one must keep the hands close to the body which is impossible by reaching or using the flat swing. Reaching also throws one off balance causing you to fall into the shot which in turn causes you to heel the shot, hit the ground, or miss the ball entirely.

The illustration of Bobby Jones is the proper stance to take at address. Note how he avoids any tension, is loose and keeps his hands close to the body.—ART KRENZ.

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Call for a pat of "Anchor" Butter

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The Cafeteria, Peninsula Hotel.

## WATER-POLO LEAGUE.

### FURTHER GAMES PLAYED YESTERDAY.

In a game that was noted more for its closeness than its standard of water-polo, the Chinese Bathing Club accounted for the Navy in last night's first division league match at the V.R.C. pool. Always a shade superior, the Chinese scored the only goal of the match.

The Navy did not play the steady polo that they showed against the Borderers earlier in the week, but it was a vastly improved exhibition that the Chinese put up, and incidentally all the V.R.C. goals came from men who were unmarked, for Kowloon did not even appear equal to keeping their men, and were all over the bath. The teams were: V.R.C.—Monteiro, MacGrann, E. B. da Rosa, Soares, Leonard, King, Lopes.

Two Junior Matches.

The V.R.C. "B" team were all over the weak Kowloon "B" seven, and taking full advantage of the many errors committed by their opponents, rattled on 10 goals, while Kowloon never even reached shooting distance. V.R.C. had all the play, with the Kowloon forwards rarely seeing the ball. Practically without exception all the V.R.C. goals came from men who were unmarked, for Kowloon did not even appear equal to keeping their men, and were all over the bath. The teams were: V.R.C.—Monteiro, MacGrann, E. B. da Rosa, Soares, Leonard, King, Lopes.

Kowloon.—Gilchrist, Bonham, White, Brokenshire, Parker, Jones, Davis.

There was a similarly one-sided affair in the second of the junior games when the University walked away from the Royal Signals, and putting the ball through 10 times, allowed their opponents to score only once. There were some glimpses of rather clever play at times, but as University were never pressed, they

## LEAGUE TENNIS.

### I.R.C. DEFEATED BY CLUB DE RECREIO.

The Club de Recreio defeated the Indian R.C. in a convincing fashion by six and a half points to two and a half, on the home ground in the "B" division of the league yesterday.

Scores: A. Gosano and G. Baretto beat A. R. Mina and F. D. Pereira 6-3; beat A. H. Madar and A. H. Ramjahn 6-1; beat S. A. Ismail and O. Ismail 6-3. E. Sousa and F. J. Remedios beat Madar and Ramjahn 7-5; drew with Mina and Pereira 6-6; lost to Ismail and Ismail 2-6. L. Rocha and Yvanovich beat Mina and Pereira 6-4; drew with Ismail and Ismail 6-6; and drew with Madar and Ramjahn 6-6.

## ROSE DAY RESULT.

### SUM OF £50,000 RAISED FOR HOSPITALS.

London, June 19. In London and Greater London, altogether £50,000 was collected for the hospitals on Alexandra Rose Day, as a result of street sales of artificial roses, and contributions.

The amount aimed at was £60,000, but the day was not favourable for sellers owing to rain. The record sum collected is £68,000, two years ago.—British Wireless.

were not forced to maintain the pace. As usual Wong stood out forward and P. L. Tan was almost impassable in goal. Final scores: University 10 goals; Signals, 1.

The teams were as follow: University.—S. H. Wong, K. K. Kho, S. F. Chan, S. T. Chung, M. C. Low, P. F. Lee, P. L. Tan. Signals.—Yates, Thom, Wild, Walker, Taylor, Bryce, Powle.

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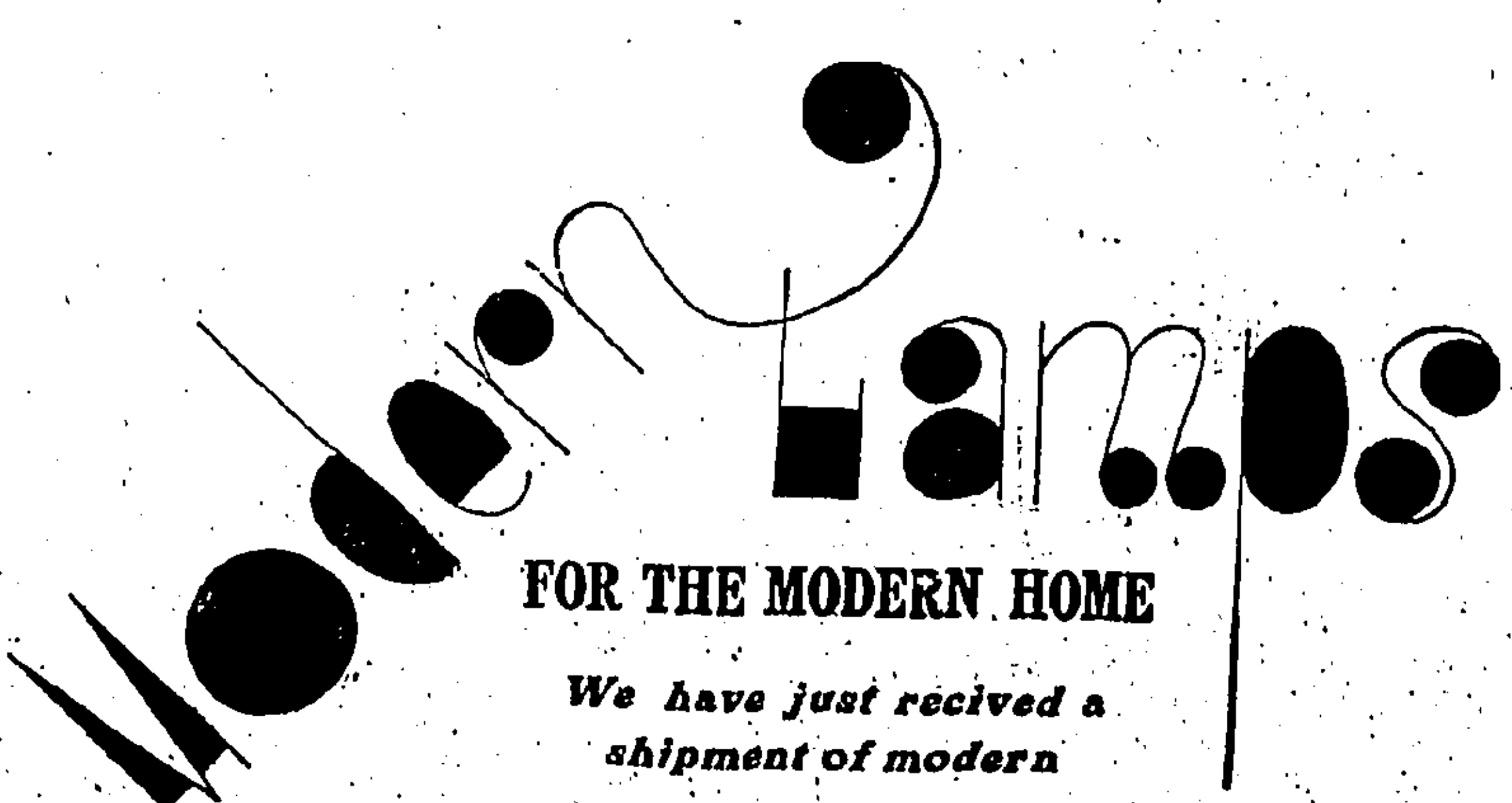
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But be warned! Film which is "speedy," but has no "latitude," is dangerous. If you give it ever so little over-exposure, it turns nasty and the negative is flat, dull and unprintable. Kodak film is "speedy," but it has "latitude" which allows you to over-expose it and still get sparkling negatives.

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## Mad Marriage.

By LAURA LOU BROOKMAN.

### CHAPTER XLVIII

A couple danced past them and Gypsy recognized Anne Trowbridge's pink gown. Anne laughed and waved. Suddenly the music sounded harsh in Gypsy's ears. The porch with its cheap paper lanterns and circling figures swam before her.

She managed to finish the dance but pleaded a headache and asked Jim to take her to a seat where she would get some cool air. Before he left her to find Anne and Phil she told him she would be ready to go away Monday.

So that was settled! Later Gypsy danced a waltz with Trowbridge but she did not dance again with Jim. They stayed at the club an hour longer and then drove home. Anne said she was tired and she and Phil went immediately to their morning was served on the porch. Beyond in the sunshine the garden glistened, still wet with dew. Phil conceded that life away from the city did have advantages. After the second helping of feather-light omelet and four of Matilda's popovers, he was in a mood to be envious. Anne planned what they would do when Gypsy and Jim next visited New York.

Jim was an hour and a half late reaching the office. He stayed to see the Trowbridges drive away after gay farewells and urgent invitations to repeat their visit. There were tears in Gypsy's eyes as she said goodbye, which Anne took as a touching bit of feeling. By 10 o'clock there was no one in the house but Gypsy and Matilda.

Gypsy went immediately to the kitchen.

"We're changing our plans a little," she told Matilda. "Instead of taking our vacation trip in two weeks, I'm leaving Monday and Mr. Wallace will come later. He's decided to stay at the Carlton instead of keeping the house open. You can leave any time after lunch Monday. If Mr. Wallace doesn't give you your cheque be sure to remind me, will you?"

"You mean this Monday, am I?" Day after to-morrow?" That's right. There were dark circles beneath Gypsy's eyes. She thought that Matilda looked at her rather curiously and wondered if she guessed what was really taking place. She had heard that household servants always knew all about their employers' affairs. It had been agreed that later Jim was to tell Matilda her services would no longer be needed. He would pay her in advance and there was no danger that a cook so skillful as Matilda would go long unemployed.

The small trunk which Gypsy had bought for the motor trip was upstairs in her room. She went upstairs, opened it and began to pack. The trunk and the old suitcase which she had brought with her to Forest City were her only pieces of luggage. Half a dozen times since she had known she was going away she had packed and then unpacked her belongings. She set about it once more. There was nothing much to go into the trunk except the dresses and they could wait until Monday.

Jim did not come home, until dinner time. Sunday he played golf, so that she was alone in the house most of the day.

When he came home late in the afternoon Gypsy was sitting rather forlornly on the davenport with the fox terrier in her arms.

He took an envelope from his pocket. "Here's something I forgot to give you yesterday," he said, handing it to the girl.

Gypsy opened the envelope. A folded bit of green paper which was her railroad ticket. A smaller pink stub for the Pullman reservation.

"I'll get some travellers' cheques in the morning," Jim continued, "and bring them out when I come to take you to the train."

"It isn't necessary for you to bother. I can take a cab and stop at your office."

He insisted a bit gruffly that he would come to drive her to the station. The train was to leave at 4:30.

"If there's anything you want me to do I can come early," Jim offered.

"There won't be anything. Almost everything is packed already."

They discussed closing up the house. They discussed for what seemed like the hundredth time what Gypsy was to do in Reno. Suddenly the girl could stand it no longer. She jumped to her feet.

"Why do you keep on telling me all that?" she demanded. "You've told me before. I—I don't want to hear it!"

She ran up the stairs to her own room and locked the door. She listened but there was no

sound downstairs until presently the green roadster slid out the driveway. Though she was awake until after midnight she did not hear the car come back.

Monday dawned as fair and beautiful as an August day can be. There were the usual formal exchanges at the breakfast table. Wallace started to go and then came back to remind Gypsy that he would be out in time to get to the train.

She nodded, not trusting herself to speak.

All through the morning she kept Pat beside her. They went out to the garden and for the last time Gypsy looked at the flowers she had worked over and loved so. She wanted to remember the garden just as it was now with the golden glow and the asters and the dahlias in full bloom.

She went back to the house and surveyed each of the rooms. In the library she paused before Jim's desk with his books and his untidy papers that no one else was allowed to touch.

"Oh, Pat!" she cried, dropping to her knees beside the fox terrier. "What am I going to do? What am I going to do?"

Pat rubbed his cold little nose against her chin and wagged his tail as comfortingly as possible. She had expected Jim about four for he was always punctual. Instead it was not later than 2:30 when Gypsy, down on her knees tugging at the patented fastener that was to hold her dresses smooth in the trunk, heard foot-steps on the stairs. In another instant Jim appeared in the doorway.

"Thought there might be something I could help with," he volunteered.

Gypsy sat back. "There isn't," she said. "Everything's packed and I'll be ready just as soon as I listen up these things."

"Well, I can do that, can't I?" The girl tucked independent for a minute but she could not budge the bar. "All right," she conceded, rising. "Maybe you'll be better at it than I am."

Pat began sniffing around the trunk.

"Go away!" Jim told the dog gruffly. He forced the fastener into place. "Sure there's nothing more to go in here?" he asked. "There isn't, but I'll take one more look." She turned toward the clothes closet. "No," she began and suddenly her eye fell on the terrier.

"Pat!" Gypsy exclaimed, "go away. You mustn't do that!"

The terrier was poking his nose down into the corner of the brown suitcase. As she spoke he raised his head. Triumphant in his mouth he held an old pair of bedroom slippers. Not the tiny, feminine slippers made of satin that Gypsy wore. Old, battered, brown leather slippers that could belong to no one else in that household but Jim Wallace. A ruined, disreputable, hopelessly worn-out pair of bedroom slippers.

She tried to get to the dog but Jim was before her. He took the slippers from the dog's mouth and held them up.

"What," he asked, "are you doing with these?"

"I took them."

"But what for?"

Suddenly Gypsy could not speak. She bugged her face in her hands and sobbed her shoulders. The man stood by awkwardly.

"Don't, Gypsy," he said. "Please don't cry. I didn't mean to make you feel badly." The tears continued. Jim put his arm around the girl and she clung to him.

"Oh, Jim, I can't stand it!" she moaned. "I can't stand it to go away and leave you!"

He pressed her closer. The girl's tear-wet cheek touched his chin.

"Do you mean that?" Jim asked in a tone she had never heard him use before. "Do you mean that, Gypsy?"

A nodding head confirmed the statement.

"But I thought," Wallace began, and suddenly held her away from him. "Look here! Wasn't Crosby the fellow you used to be in love with? Didn't he come back here to tell you he still wanted you?"

Now it was Gypsy who was surprised. She looked up at him through her tears.

"Yes," Gypsy said, "but I sent him away. I told him—her voice was a whisper—"I told him I love you!"

Out of the bewilderment confronting each of them three facts were made plain. Jim's lips found and conquered Gypsy's in a manner amazingly satisfactory. Gypsy's head rested against Jim's shoulder. In the most delightful way and his arms were the protection she had always dreamed of.

There were discoveries—remarkable breath-taking discoveries



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—to be made about the warm  
whiteness of Gypsy's throat,  
about her curling lashes and the  
softness of her hair. There was  
the miracle of Jim's kisses to be  
reckoned with. Oh, there was so  
much to marvel at in a world that  
had suddenly become paradise for  
these two!

No wonder logic and reason and  
all the things that were topsy-  
turvy and unexplainable seemed  
unimportant.

Afterward, of course, they got  
around to discussing the where-  
fores. Jim confessed how long  
ago he had found the snapshot  
picture of Crosby in a book. He  
had forgotten about it until, 10  
days ago, right after Crosby's  
visit, he had come across the book  
again. There was the photograph  
and this time he knew who it  
was. He had been sure before  
that the man was Gypsy's sweet-  
heart. It had been natural enough  
to assume why Crosby had re-  
turned.

"You see, dear, I couldn't bear  
to feel that I was keeping you  
from happiness."

"Happiness? You'll never know  
how terrible these last days have  
been for me!"

"They were terrible for me,  
too."

"But, Jim, suppose I'd actually  
gotten off that horrible train!  
Suppose it hadn't been for Pat  
and the slippers! Do you think  
—would you have gone through  
with it?"

"I don't know! I don't know  
anything except that you are the  
sweetest, the prettiest, the most  
altogether adorable girl in the  
world. I'm not even interested in  
anything else! I wouldn't li-  
sten if someone offered me a rail-  
road or a gold mine of one-half of  
Australia!"

"Wouldn't you though? Fool-  
ish! And all the while I was so  
sure you wanted to marry Mar-  
cia!"

"Why, Marcia's gone back to  
Long Island. Didn't you know  
that? Didn't you see her picture  
the other day in the newspaper?  
That's right—I guess I didn't  
bring it home. There was a pic-  
ture of Marcia and some Italian  
count together. The headline said  
something about Cupid's bow and  
arrows. I suppose \$500,000 looks  
good to the boys with the titles  
and no bank accounts."

"Do you suppose she'll marry  
him?"

"Haven't the least idea. Maybe  
it's just another piece of guess-  
work. Still, if I know Marcia at  
all she'd get a lot of satisfaction out  
of annexing the word 'countess'  
before her name. Marcia's like  
that."

Gypsy's arm stole closer. "Say  
something else mean about her!  
I love you when you talk like  
that."

Jim grinned. "What's this—a  
jealous wife? Madam, you sur-  
prise me!"

Gypsy's impertinent nose being  
convenient, the kiss landed on  
the tip of it. Suddenly the girl  
drew back.

"There's nothing in the kitchen  
for supper," she warned, "and Ma-  
tilda's gone. What will we do?"

"We'll go shopping. And—"  
Jim's voice became emphatic—  
"while we're at it we'll buy Pat  
a beefsteak. By the way, when  
we start for Canada next week  
let's plan to be gone six weeks  
The End."

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## PACIFIC SERVICE (via Kobe and Yokohama)

IXION 27th June For Victoria, Van'ver & Seattle  
TYNDAREUS 25th July For Victoria, Van'ver & Seattle

## INWARD SERVICE

PHILOTTES Due 23rd June For S'hai, Kobe & Yokohama  
ANTENOR Due 25th June For S'hai, Tsingtau, Weihaiwei, Taku, Chinwangtao & Dalny

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Hoian Maru ... Tuesday, 30th June.

Hikawa Maru ... Tuesday, 28th July.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.

Kashima Maru ... Saturday, 27th June.

Hakone Maru ... Saturday, 11th July.

Yasukuni Maru ... Saturday, 25th July.

SYDNEY & MELBOURNE via Manila & Ports.

Atsuta Maru ... Saturday, 27th June.

Kamo Maru ... Saturday, 25th July.

BOMBAY via Singapore, Penang & Colombo.

Hakodate Maru ... Saturday, 27th June.

Tango Maru ... Saturday, 11th July.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.

Ginyo Maru ... Tuesday, 30th June.

NEW YORK, BOSTON via Panama.

Tatsuno Maru ... Monday, 13th July.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.

Durban Maru ... Sunday, 19th July.

CALCUTTA via Singapore, Penang & Rangoon.

Morioka Maru ... Monday, 29th June.

Genoa Maru ... Tuesday, 7th July.

SHANGHAI, KOBE & YOKOHAMA.

Suwa Maru ... Saturday, 27th June.

\*Cargo only.

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## INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Huangsang Chikang Waishang Kwongsang	Sun. 21st June at 10 a.m. Wed. 24th June at 10 a.m. Sun. 28th June at 10 a.m. Wed. 1st July at 10 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Yuansang Kumsang Suiesang	Thurs. 25th June at 3 p.m. Thurs. 9th July at 3 p.m. Mon. 20th July at 3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Suiesang Kutsang	Wed. 1st July at 7 a.m. Sat. 18th July at 7 a.m.
TO OSAKA via AMOY, KOBE & KORE	Hosang	Tues. 28th July at 7 a.m.
TO SANDAKAN	Mausang Hinsang	Tues. 23rd June at 3 p.m. Wed. 1st July at 10 a.m.
TO TIENTSIN via SWATOW, FUSCHOW & CHEFOO	Ohoongshing Chipshing	Thurs. 2nd July at 7 a.m. Sun. 12th July at 7 a.m.
TO SHANGHAI via SWATOW	Yusang	Satur. 20th June at noon.

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## RUDE AWAKENING.

### EUROPEAN'S NASTY EXPERIENCE.

Awakened from his sleep to find a huge man standing over him with a cleaver poised aloft in his hand, was the experience of Mr. H. Watt, superintendent of the Seamen's Institute, at Wanchai yesterday afternoon. Mr. Watt dodged the blow and grappled with the man, and after a short struggle, managed, to overpower and disarm the attacker with some assistance.

Mr. Watt, who considers he had an exceptionally narrow escape, in telling his story said:

"I was having a sleep in a deck chair on the balcony of the Institute about 2.30 o'clock when I was suddenly roused by the No. 1 boy calling my name. In the doorway of one of the entrances to the balcony I could see the figure of a European holding an ordinary Chinese cleaver above his head as if ready to strike me. Just as the blow descended I leaped aside from the chair, turned and grappled with the man. The boy was screaming for assistance, and his outcry brought one or two of the boarders who quickly came to my assistance, and within a few minutes we had disarmed and overpowered the attacker, who was taken off to the No. 2 police station by a Sikh constable."

According to Mr. Watt, who was not injured, his assailant had been a boarder at the Institute for more than six months, and Mr. Watt alleged had several times threatened him. The alleged assailant, who is a man of fine physique and over six feet in height, is a foreigner who has been some time in the Colony, out of work.

The man, about 40 years of age, has been taken from the No. 2 police station to the hospital for observation. So far, no formal charge has been made against him.

## BATHING POOLS WANTED.

(Continued from Page 2.)

with regard to a shrill whistling from a small shunting locomotive, received subsequent to this interview, was discussed, and as this appeared to be the source of most of the complaints, it was agreed to suggest that a lower toned whistle might be fitted or the tone of the existing whistle altered at small expense.

### "Star" Ferry Approach.

The inconveniences occasioned to ricksha passengers at the "Star" Ferry Approach in wet weather, due to the rickshas being confined to their shelter until actually picked up by a fare, was discussed; reference was made to the fact that the scheme submitted by the Association in January 1930 suggested the joining of the "Star" Ferry and Public Pier Verandah, thus forming a covered way, and it was agreed to suggest to the Authorities that this work be carried out, and the rickshas permitted to leave their stand for the purpose of picking up fares under this verandah at the point nearest to the shelter.

Other matters dealt with included the question of dogs in the Children's Playgrounds, a suggested alteration in the terminal point of No. 5 Bus Route, and general correspondence.



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July 3	July 6	July 9	July 11	July 20	July 20
Empress of Japan	July 10	July 21	July 23	July 25	July 31
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 16	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22

\*Empress of Russia and "Empress of Asia" call at Nagasaki

**TO MANILA**  
EMPRESS OF RUSSIA ... June 25  
EMPRESS OF JAPAN ... July 10

For further information please apply to:  
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S.S. "CEYLON"	4th July
S.S. "JAANP"	8th Aug.
S.S. "JAANP"	8th Sept.

Outwards to:  
SHANGHAI, AND JAPAN PORTS.

S.S. "CEYLON"	Sailing about
S.S. "JAPAN"	24th June
M.S. "OANTON"	23rd July
M.S. "OANTON"	24th Aug.

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Motor Vessel "GLENSHIEL" ... 3rd July.

Motor Vessel "GLEGARRY" ... 17th July.

Motor Vessel "GLENAMOY" ... 3rd Aug.

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Pres. Garfield July 12, 8 a.m. Pres. Harrison July 23, 8 a.m.  
Pres. Polk July 26, 8 a.m. Pres. Hayes Sept. 6, 8 a.m.

To Manila

Pres. Van Buren June 28, 8 a.m. Pres. Garfield July 12, 8 a.m.  
Pres. Jackson June 30, 6 p.m. Pres. McKinley July 14, 6 p.m.  
Pres. Cleveland July 4, 6 p.m. Pres. Taft July 18, 6 p.m.

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CHENONORCAUX... 23rd June.  
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SPHINX... 15th Sept.  
PORTHOS... 29th Sept.

D'ARTAGNAN... 23rd June.  
ANDRE LEBON... 7th July.  
ANGERS... 21st July.  
G. METZINGER... 4th Aug.  
SPHINX... 18th Aug.  
PORTHOS... 1st Sept.  
CHENONORCAUX... 15th Sept.  
ATHOS II... 29th Sept.

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## DR. JOSE P. RIZAL.

HONGKONG'S PART IN  
PHILIPPINE HISTORY.

[By J. T. Martin.]

The twentieth day of June is the birthday of Dr. Jose Protasio Rizal, Philippine hero and martyr and undoubtedly one of the greatest of Orientals. Born of humble parentage in 1861 in a small Philippine town, he early showed signs of genius and distinguished himself in various arts and sciences, rising later to dizzy heights of fame and greatness. Physician, poet, novelist, painter, sculptor and traveller—in all these careers he was master and peer, but it was his noble death, his martyrdom, which gave his name a lasting lustre and secured for him a place among the world's immortals. Protesting his innocence to the last, for he committed no other crime than that of pure love of country, he faced the Spanish firing squad in Manila on the morning of December 30, 1896, with a normal pulse and a calm countenance.

He willingly poured his blood to tinge, as he said, the awaited aurora of his suffering country; his execution meant the birth of a new, awakened Filipino nation; his physical destruction hastened the resurrection of his people's dead hopes and the recovery of their buried Eden, their lost paradise.

The advent of this day serves also to recall the association and connexion which the island of Hongkong has with the most stirring episodes of Philippine history. For in this island Rizal once stayed, pondered and meditated deeply, and who knows but that the great and inspired thoughts he imbibed here found their way later to the pages of his masterpiece, the "Noli Me Tangere" (Touch Me Not), one of the most powerful indictments against tyranny ever penned by man. Here, also, within the shadows of the majestic Peak, other patriots like Ponce, Lopez Jacena, Basa, Del Pilar, Tavera and Hidalgo used to meet and gather, to draw fresh courage and inspiration from the mighty Anglo-Saxon institutions which are the pride of every Briton; and in the not distant past, two Filipinos with hearts of stone, General Ricarte and Vicente Soto, lived here in self-exile. It was in Hongkong where Aguinaldo and his staff concluded with Primo de Rivera of Spain the famous Pact of Biakna-Bato; but later, aided by Consul Wildman and Admiral Dewey, he went back to Manila and gave the final blow to Spanish dominion.

A romantic chapter which links Hongkong with Philippine history should not be forgotten. Here Rizal met and won the pretty Josephine Bracken, a Hongkong lady, and they were later married. Josephine proved to be the worthy wife of a hero, for, during Rizal's exile in Mindanao, she braved many dangers serving as the confidential messenger of her husband and the revolutionists. Like the famous Josephine, the inspiration of Bonaparte's army, who knows

but that Mrs. Rizal, who bore the same magic name, was also the de's gallant men to heroic efforts, turning the tide of defeat to victory?



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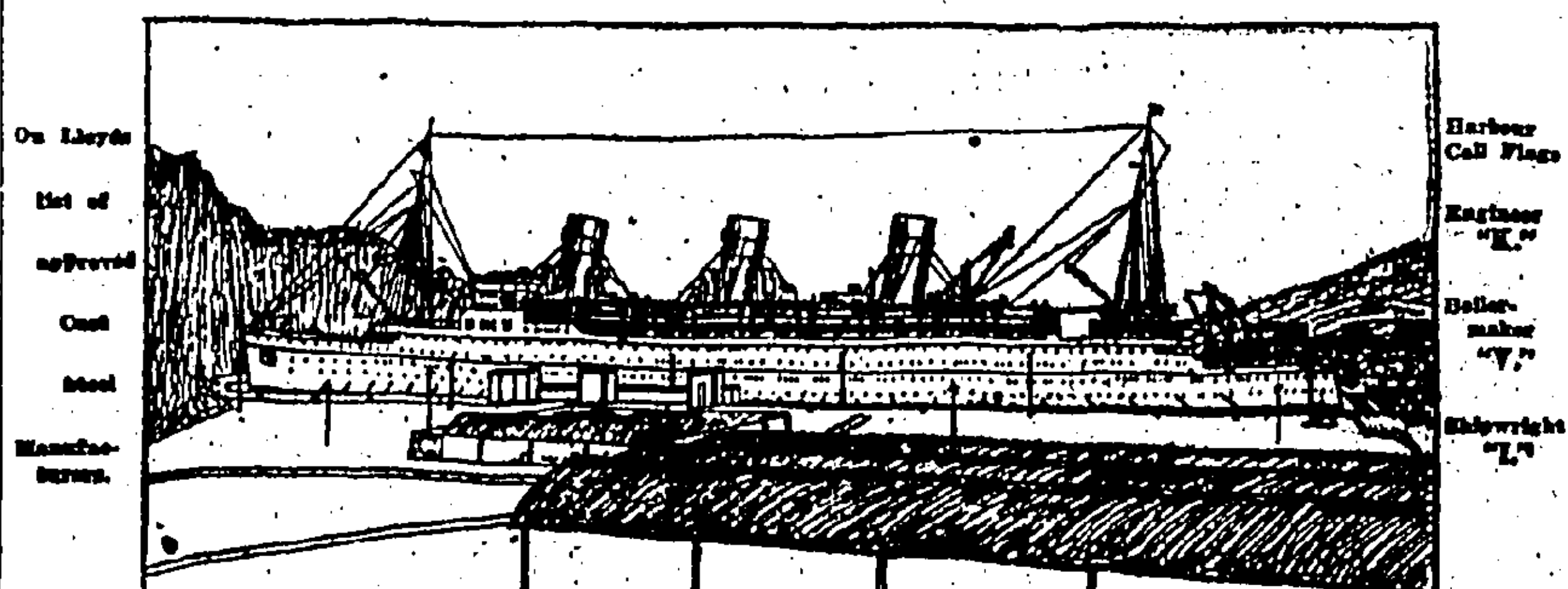
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KASHGAR	9,000	4th July.	M's, L'don, R'dm, A'werp & Hull
*MIRZAPORE	6,700	8th July.	Straits, Colombo & B'bay
RAWALPINDI	17,000	18th July.	Bombay, M's & L'don
*PERIM	7,700	25th July.	M's, Havre, L'don, H'burg, Rotterdam & Antwerp
*KHYBER	9,000	1st Aug.	M's, L'don, R'dm & A'werp
*SOMALI	6,800	8th Aug.	M's, Havre, L'don, Hull, H'burg, R'dm & A'werp
RAJPUTANA	17,000	15th Aug.	Bombay, M's & L'don
*PADUA	5,900	22nd Aug.	M's, Havre, L'don, H'burg, Rotterdam & Antwerp
*KARMALA	9,000	29th Aug.	M's, L'don, R'dm, A'werp & Hull

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TANDA	7,000	2nd Sept.	and Melbourne

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CHEAP SUMMER TRIPS TO JAPAN. JUNE TO SEPTEMBER.

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SIRDHANA	8,000	2nd July.	Amoy, Moji, Kobe, Yoko & Osaka
KHYBER	9,000	3rd July.	S'hai, Moji, Kobe & Yoko
NELLORE	7,000	6th July.	S'hai, Moji, Kobe, Osaka & Yoko
TILAWA	10,000	17th July.	Amoy, Moji, Kobe & Osaka
RAJPUTANA	17,000	17th July.	S'hai, Kobe & Yoko
SANTHIA	8,000	31st July.	Amoy, Moji, Kobe & Osaka
KARMALA	9,000	31st July.	S'hai, Moji, Kobe & Yoko

All dates are approximate and subject to alteration without notice.  
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FIRST CLASS FARE TO SYDNEY, 87/6 RETURN

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(Australian Newspapers on file)

STEAMER	Dep Hong Kong	Leave Hong Kong	Leave Hong Kong	Leave Hong Kong
TAIPING	July 10th	July 10th	July 10th	July 10th
CHANGTAE	Aug. 11th	Aug. 11th	Aug. 11th	Aug. 11th
TAIPING	Sept. 8th	Sept. 8th	Sept. 8th	Sept. 8th
CHANGTAE	Oct. 9th	Oct. 9th	Oct. 9th	Oct. 9th

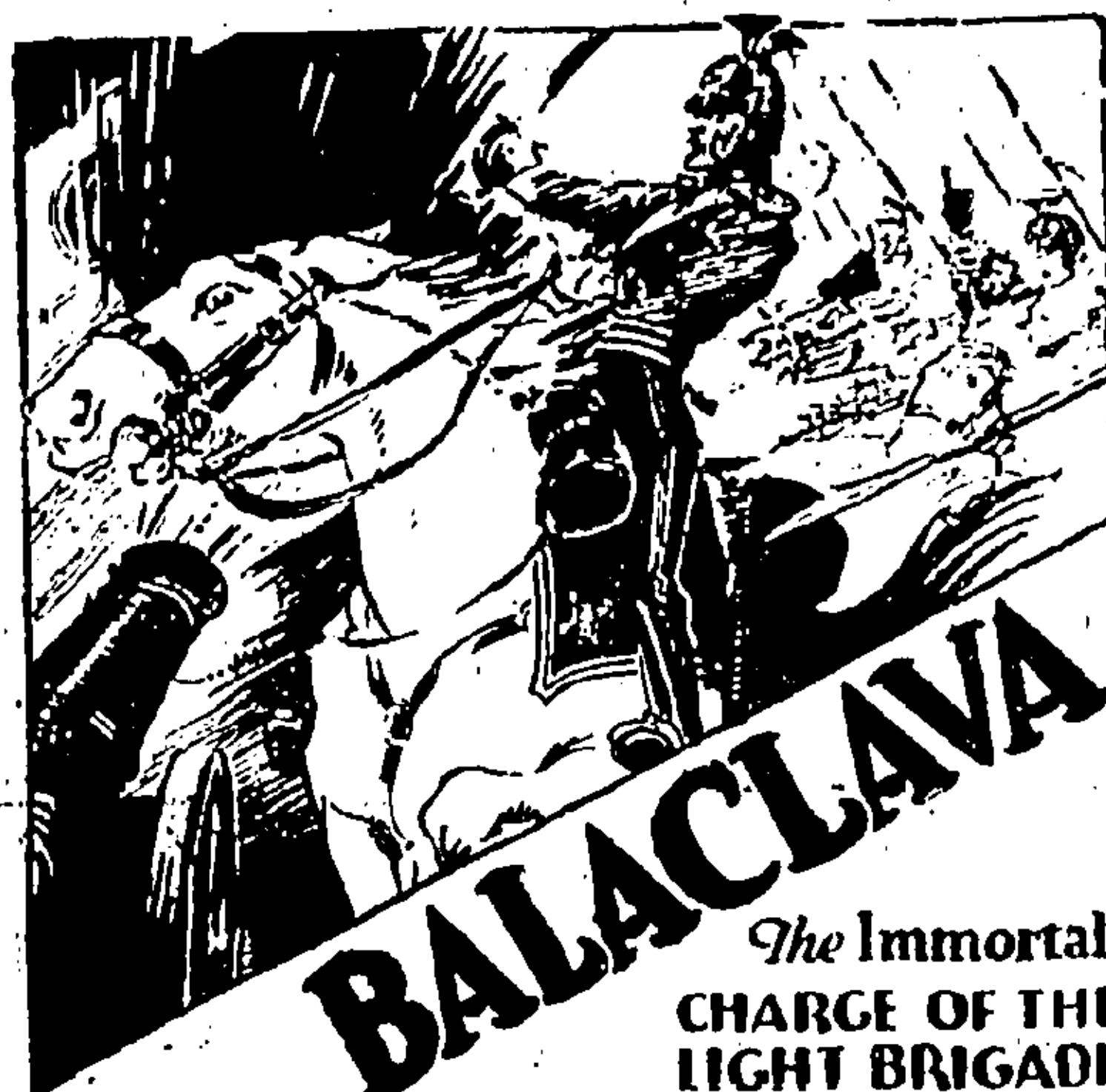
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Fred Kohler and Tully Marshall.

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## Paramount's Brand New Production "TABU"

A Picture of exquisite Tropical Beauty.  
The last work of Murnau, the master of the screen.

### CLAIM AGAINST COUNCIL.

### CLOSURE OF RESORT AT SHANGHAI.

(Our Own Correspondent.)

Shanghai, June 19. The recent closure of the Chinese amusement resort known as the New World because of non-compliance with municipal regulations has resulted in Court proceedings, and a claim for \$300,000 damages is being made against the Shanghai Municipal Council.

In July last year, a Native Products Promotion Association was formed in Shanghai, and held a continuous exhibition of goods at the Town Hall, for the encouragement of Chinese industries. In May of this year, the exhibition was moved to the New World, known popularly as Shanghai's Coney Island. The Native Products Promotion Association, for whom Mr. Chang Tz-lien is manager, took over the resort. Inspectors of the Health Department and Public Works Department inspected the building and advised that to

comply with fire and health regulations certain alterations must be made. Though given one week's time for repairs, the management was reported to have overlooked them. The time limit was further extended for 48 hours and again for three days. These still not done, the Council closed down the resort on June 9.

There was mild excitement when the closure was applied, as the resort was in full swing at the time, but the Police made no attempt to clear it. Since then a heated agitation has arisen, inspired by certain associations, and protests have been made to the Council even by labour unions and schools. Slogans were placarded by agitators, some of whom came into conflict with the police. The Native Products Promotion Association has termed the closure "a gesture of British Imperialism."

In the writ now issued, Mr. Chang Tz-lien, manager, for whom Mr. H. D. Rodger is acting, alleges that the closure has caused his association heavy financial loss. He quotes Judge Feetham's report on the status of Shanghai, emphasising, in particular, Judge Feetham's remarks on the importance of the rule of law.

### DOOM OF "DOLE" ABUSES.

### EFFECT OF BILL NOW INTRODUCED.

London, June 19. In order to remedy "dole abuses" and to save \$5,000,000 annually, the Government has introduced a Bill aiming to disqualify certain claimants from the benefit of Unemployment Insurance.

The Bill is aimed particularly at workers who receive substantial wages two or three days per week, and married women who have ceased to be employed industrially.

Seasonal workers, and workers who receive substantial wages or similar payments in a period in respect of which benefit is payable, are also affected by the Bill.

The Bill will in this way remove certain anomalies which were revealed in the interim report of the Royal Commission, which was recently published.—*Reuter and British Wireless.*

### THE ROYAL MAIL AND WHITE STAR.

### MORATORIUM MAY LAST SIX MONTHS MORE.

London, June 19. There is a likelihood that the Royal Mail Steam Packet Company's moratorium in respect of dividends on \$5,000,000 worth of 6½ per cent. cumulative preference shares in the White Star Line which are guaranteed by the R.M.S.P.Co., in order to enable the latter to submit a complete scheme of reorganisation, will be continued for a further six months.

This is indicated by the terms of a further scheme of arrangement between the R.M.S.P.Co. and its debenture stockholders and the White Star preference shareholders.

The moratorium expires on the 30th inst. The court has ordered meetings of the R.M.S.P.Co. debenture holders and the White Star preference shareholders on the 30th, at which it is hoped that the extension of the moratorium

### DRAMATIC MOVE BY U.S.

### TACKLING ECONOMIC BLIZZARD.

### OFFICIAL TALKS.

Washington, June 19. The imminence of important developments in the American financial situation is believed to be indicated by the fact that following the conferences in London between Mr. Andrew Mellon and Mr. Ramsey MacDonald, President Hoover, on his return from a tour of the Middle West yesterday evening, conferred at considerable length with Mr. H. L. Stimson, the Secretary of State.

To-day, the President conferred with leading Senators and others. Senator Smoot, the chairman of the Senate Finance Committee, has been summoned to Washington.

President Hoover has issued a statement to the effect that he has conferred with the leaders of both parties "with a view to strengthening Germany."

He also stated that his talks were in "respect of certain steps we might take to assist in economic recovery here and abroad. The conversations were particularly directed to the threatening situation in Germany. No definite plan or conclusion has yet been reached, but the response of the party leaders is most gratifying."—*Reuter's American Service.*

The forthcoming wedding is announced of Mr. Thomas John Price, No. 4, Luna Buildings, Kimberly Road, Kowloon, to Miss Mary Edith Jones, Phillip House, Mody Road, Kowloon.

Lo Ching, a hawk, was injured yesterday in falling from the seawall into the water near the Ping On Wharf, and was admitted into hospital.

until December 31, will be agreed upon in order to enable the R.M.S.P.Co. to complete its scheme.—*Reuter.*

### DRUG CONTROL PROPOSAL.

### BRITAIN OPPOSES AS INADEQUATE.

Geneva, June 19. The Committee of the World Conference on the Limitation and Manufacture of Narcotics has finally adopted, by 14 votes to two, a Franco-Japanese proposal as the basis of discussion. There were six abstentions from voting.

Sir Malcolm Delevingne (Great Britain) opposed the proposal as inadequate.

The proposal lays down certain annual totals of drugs which no manufacturing country must exceed, including its domestic and export requirements, these to be based on orders received.—*Reuter.*

### ASCOT MEETING CONCLUDES.

### RESULT OF WOKINGHAM STAKES.

London, June 19. The last day of the Ascot Race Meeting was again attended by the King and Queen and by several members of their family. The royal procession had been cancelled, and cars were used to bring Their Majesties and their guests from Windsor Castle.

The principal race of the day was the Wokingham Stakes, which resulted as follows:

Mr. W. R. Smith's Heronien ... 1.  
Mr. Sear's Tommy Atkins ... 2.  
Lord Glanely's Lansdowne ... 3.

The betting was 100/1 Heronien, 100/7 Tommy Atkins and 100/8 Lansdowne.

The total turnover of the totalisator during the four days of the Meeting was \$228,000.—*British Wireless.*

In connexion with the incident of the Seamen's Institute, reported elsewhere in this issue, a police statement issued this morning gives the name of Mr. H. Watt's alleged assailant as Jan Wagner, a destitute of Dutch nationality. Wagner has since been taken to the Government Civil Hospital, where he is being detained for medical observation.

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ALL-BARKIE